



# **2022 Investment Plan & Transport 2050: 10-Year Priorities**

**ENGAGEMENT SUMMARY REPORT**

TransLink Public Engagement

May 2022

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## Executive Summary

*Transport 2050*, the region's new 30-year transportation strategy, was adopted in January 2022 by the TransLink Mayors' Council and Board of Directors. *Transport 2050: 10-Year Priorities* will capture the region's top priorities, so we can begin planning and be ready for future investment plans. Once approved, *Transport 2050: 10-Year Priorities* will guide new transportation investments in future Investment Plans, after full financial recovery from the impacts of COVID-19.

While there is no legislative requirement to consult on the development of *Transport 2050: 10-Year Priorities*, TransLink sought to draw on the extensive public engagement efforts associated with *Transport 2050*, to keep the public informed, engaged, and involved by asking for feedback on key elements proposed by the *Transport 2050: 10-Year Priorities* document.

As required by South Coast British Columbia Transportation Authority (SCBCTA) governing legislation, TransLink is directed to consult the public on the proposed revenues and expenditures in an Investment Plan. In January 2022, the Board of Directors approved the Investment Plan public and stakeholder engagement strategy that outlined opportunities to consult with the public, municipalities and other governments, and any other persons or organizations that will be affected by the Plan.

TransLink prepared a fully funded Investment Plan detailing service levels, major capital projects and key initiatives, estimated expenditures, and estimated revenues including partner government contributions and estimated borrowing. The proposed *2022 Investment Plan* outlines the expenditures, services and initiatives that can be afforded based on current expected revenues for the years 2022-2031.

Once approved, the *2022 Investment Plan* becomes TransLink's strategic and financial plan for the following 10-years. TransLink updates its Investment Plan at least every three years, as required by legislation, and to account for new investment priorities.

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*. Delivery of the public and stakeholder engagement was conceived to take place jointly. The engagement included a single survey with questions about both plans, and joint engagement materials and information events.

A primarily digital approach to awareness and measurement was taken due to both project timelines and ongoing COVID related safety concerns and in-person events. Physically distant opportunities were available for those who could not, or preferred not, to participate online.

### Notification

Public and stakeholders were notified about the engagement opportunities using several methods – all included a link to TransLink's civic engagement website ([engagetranslink.ca](https://engagetranslink.ca)), email address ([transport2050@translink.ca](mailto:transport2050@translink.ca)), and the dedicated project phone line (778.375.7860).

Notification channels included sponsored posts on TransLink's social media channels, amplified by those of community partners, stakeholders and municipalities. A recorded public information session was available on TransLink's **YouTube** channel. Stakeholder emails went to 95 organizations. The engagement was promoted in TransLink's general e-newsletter, to over 407,549 subscribers. Engagement was launched on May 20 with a technical briefing, followed by a media event at Waterfront

Station with TransLink CEO Kevin Quinn and Mayors' Council Chair Jonathan Cote, which was livestreamed on TransLink's **YouTube** channel.

## Participation

During the engagement period, including the public survey window from April 20 to May 4, 2022, there was a total of **4,895** public and stakeholder interactions.









### ENGAGEMENT OVERVIEW

2022 Investment Plan & Transport 2050: 10-Year Priorities

#### We generated:

 <p><b>23</b> oral, written and email submissions</p>	 <p><b>4585</b> survey responses</p>
 <p><b>1157</b> comments on 2022 Investment Plan</p>	 <p><b>1411</b> comments on Transport 2050:10-Year Priorities</p>
 <p><b>4895</b> stakeholder engagements</p>	 <p><b>23</b> questions &amp; comments on the online Q&amp;A forum</p>

#### By delivering:

 <p><b>4</b> virtual events for elected officials &amp; stakeholders</p>	 <p><b>10-minute</b> narrated video of public information session</p>
 <p>invitations to <b>95</b> stakeholder organizations</p>	 <p><b>119</b> municipal elected officials briefed at Council of Councils</p>
 <p><b>14</b> day public engagement window</p>	 <p><b>407,549</b> newsletter subscribers</p>
 <p><b>63</b>-page detailed discussion guide</p>	 <p>briefing for <b>13</b> participants Access Transit User Advisory Committee</p>

#### Using these channels:



## What we heard

### 2022 Investment Plan:

Overall, the **4,585 survey responses** expressed a high level of support for the package of service levels, major capital projects and key initiatives, estimated expenditures, and estimated revenues proposed in the *2022 Investment Plan*. A total of **83% strongly support or support** the plan, compared to **6%** that **oppose or strongly oppose** it.

Survey respondents also provided feedback on specific elements of the *2022 Investment Plan* via an open-comment question. We received 1,157 comments, many of which spoke to initiatives in the *Transport 2050: 10-Year Priorities*. Of comments that addressed elements of the *2022 Investment Plan*, there was most interest expressed in:

- **Service Levels** (127 comments),
- **Taxation & Funding Sources** (63),
- **Cycling & Active Transportation** (53), and
- **General Comments on Investment Plan** (54).

For each of these themes, the majority of comments had a neutral or positive tone.

### Transport 2050: 10-Year Priorities:

Of the survey responses entered addressing levels of support for the five high-level priorities, substantive support was measured. Respondents ranked the proposed priorities by most important (1) to least important (5). The priorities ranked in this order: the **provision of reliable and fast transit** received the highest average ranking (**2.06**), followed by **convenient, reliable, safe & comfortable transit** at (**2.15**);, **safe roads and People-First Streets and walking, biking & rolling infrastructure** was next (**2.72**), **innovation in automated, electric, and shared mobility** ranked with (**3.90**), and lastly **customer information and travel management** at (**4.14**)

### Next Steps

The feedback received during the public engagement will be considered by the project team and TransLink's Mayors' Council in determining the final content of the two plans. TransLink will seek approval for the *2022 Investment Plan* in May, and the *Transport 2050: 10-Year Priorities* in June/July 2022.

# Engagement Summary Report

# Engagement Summary Report

## Background

The Metro Vancouver region, and everyone who lives, works, and plays here, enjoys a broad range of quality transportation choices. These transportation choices, which connect us to the people and places that matter most, are the result of investing in bold visions for the future of transportation.

Most recently, the region adopted Transport 2050, which builds on Metro Vancouver's solid foundation of regional planning, to deliver the next 30 years of transportation improvements.

Now, we're in the process of stabilizing TransLink's funding following the COVID-19 pandemic, which is having a significant impact on transit ridership and fare revenue. At the same time, we're taking the first step in delivering the next decade of investments as outlined in Transport 2050.

## 2022 Investment Plan

As required by South Coast British Columbia Transportation Authority (SCBCTA) governing legislation, TransLink is directed to consult the public on the proposed revenues and expenditures in an Investment Plan and must adopt an engagement plan that outlines opportunities to consult with the public, municipalities and other governments, and any other persons or organizations that will be affected by the Plan.

TransLink, as such, has prepared a fully funded Investment Plan detailing service levels, major capital projects and key initiatives, estimated expenditures, and estimated revenues including partner government contributions and estimated borrowing.

The proposed *2022 Investment Plan* outlines the expenditures, services and initiatives that can be afforded based on current expected revenues for the years 2022-2031.

The plan will work toward funding stabilization, with a focus on the first three years, and includes maintaining the system, advancing strategic projects such as the Surrey Langley SkyTrain project and the electrification of our bus fleet, and replacing lost revenue streams.

Once approved, the *2022 Investment Plan* becomes TransLink's strategic and financial plan for the plan period. TransLink updates its Investment Plan at least every three years, as required by legislation, and to account for new investment priorities.

## Transport 2050: 10-Year Priorities

In 2014, building from the 2013 Regional Transportation strategy, TransLink led the development of the Mayors' 10-Year Vision (referred to as the Mayors' Vision), which, at the time, was requested by the Province of British Columbia. to clarify the region's priorities for major transportation investments. The Mayors' Vision included \$7.5 billion in new capital spending and called for an increase of TransLink's annual budget from \$1.4 billion to \$2.2 billion per year. The Mayors' Vision document was successful in

crystalizing a political consensus about the future of the regional transportation system and in advocating for significant investment by senior government partners.

Major portions of the *2014 Mayor's 10-Year Vision* were funded through the Phase 1 and 2 Investment Plans. Due to the COVID-19 pandemic, the third, and final, investment plan was put on hold. The *2022 Investment Plan* instead focuses on stabilizing our funding for the next three years, while also delivering some, but not all of the investments planned for the Phase 3 Plan. Any remaining Phase 3 projects have been incorporated as the starting point for *Transport 2050: 10 Year Priorities*.

Transport 2050, the region's new 30-year transportation strategy, was adopted in January 2022 by the Mayors' Council and Board of Directors. *Transport 2050: 10-Year Priorities* will capture the region's top priorities, so we can begin planning and be ready for the next Investment Plan, after the *2022 Investment Plan*. Once approved, *Transport 2050: 10-Year Priorities* will guide new transportation investments in future Investment Plans, after full financial recovery from the impacts of COVID-19.

While there is no legislative requirement to consult on the development of *Transport 2050: 10-Year Priorities*, TransLink will be drawing on the extensive public engagement efforts associated with Transport 2050, to keep the public informed, engaged, and involved by asking for feedback on key elements proposed by the *Transport 2050: 10-Year Priorities* document.

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*.

## Engagement Overview

### Approach

Delivery of the public and stakeholder engagement aspects of the *2022 Investment Plan* and *Transport 2050: 10-Year Priorities* was strategically planned to take place jointly. The engagement included a single survey with questions about both plans, and joint promotion, engagement materials and information events.

We also anticipated a primarily digital approach to awareness and participation due to project timelines and ongoing COVID safety concerns and in-person events. TransLink designs and implements its public engagement (consultations) in accordance with the standards and best practices set by the International Association for Public Participation (IAP2). Public engagement on the 2022 Investment Plan and Transport 2050: 10-Year Priorities was determined to be at the **Inform** and **Consult** levels.

1. **Inform:** To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
  - **Promise to the public:** We will keep you informed
  - **Example tools & techniques:** Fact sheets, website information, social media, open house(s)
2. **Consult:** To obtain public feedback on analysis, alternatives, and/or decisions.
  - **Promise to the public:** We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision
  - **Example tools & techniques:** Public comments, surveys, public meetings

Engagement methods therefore included website information on [engagetranslink.ca](https://engagetranslink.ca) (including discussion guide and narrated video of presentation boards), an online survey, and virtual info sessions. A project email address and dedicated phone line also offered a means to connect with the project team to leave comments, ask questions, or get assistance with completing a survey by phone.

### Notification

Promotion of the engagement was primarily shared digitally via social media, digital ads, and email. Public and stakeholders were notified about the public engagement opportunities using several methods – all included a link to TransLink’s civic engagement website ([engagetranslink.ca](https://engagetranslink.ca)), email address ([transport2050@translink.ca](mailto:transport2050@translink.ca)), and the dedicated project phone line (**778.375.7860**):

### TransLink.ca and Engage TransLink

Information about the engagement period and ways to participate was posted to TransLink’s civic engagement website, [engagetranslink.ca](https://engagetranslink.ca). The *2022 Investment Plan* and *Transport 2050: 10-Year Priorities* engagement page generated **23,575 unique page views** during the two-week engagement period. The engagement page hosted a discussion guide, presentation video, online survey and an interactive Q&A. The engagement was featured on TransLink’s homepage ([translink.ca](https://translink.ca)) from April 20 to May 4, which generated 263 page visits to [engage.translink.ca](https://engage.translink.ca).

### Advertising

Sponsored posts on Instagram and Facebook promoted the engagement period and ways to participate from April 20 to May 1. The ads generated **2,127 link clicks** to **engagetranslink.ca**. Advertising through Google Search and Display Networks also promoted the engagement during the same period. Google Search generated **1,288 clicks**, while Google Display generated **3,135 clicks** to **engagetranslink.ca**.

### **Social Media Campaign**

Posts about the engagement were shared on TransLink's social channels, including: the **Buzzer Blog**, **Instagram**, **Twitter**, **Facebook** and **LinkedIn**. Community partners, stakeholders, and municipalities also amplified with posts about the engagement on their social media channels.

A 10-minute recorded public information session was available on TransLink's **YouTube** channel via a link on the project web page. A media event held at Waterfront Station was livestreamed on TransLink's **YouTube** channel. Clips from the event were amplified on social media.

### **Stakeholder Emails**

Emails promoting the engagement were sent to **95 organizations** (131 contacts) representing stakeholders that have expressed a high degree of interest in regional transportation investment and planning, and to groups representing and/or advocating for stakeholders facing barriers to participating in the engagement due to factors such as age, language, gender or sexual orientation, disability, income, housing status, or status as a new Canadian.

### **Media Awareness**

On April 20, TransLink held a technical briefing, followed by a media event with TransLink CEO Kevin Quinn and Mayors' Council Chair Jonathan Cote on *Transport 2050: 10-Year Priorities* and the *2022 Investment Plan*. More than 17 journalists, representing all regional media outlets, attended. Coverage included editorials in the *Globe & Mail* and *North Shore News*; more than 10 online articles; and stories broadcast on CBC TV, CTV, Global, CKNW, CBC Radio, and News1130. In-language media coverage included stories airing on Radio Canada and Fairchild TV; and in *Ming Pao* and *Sing Tao* newspapers.

### **Newsletter**

The engagement was promoted in TransLink's general newsletter, which was distributed on April 20 and 21 to **407,549 subscribers**. The newsletter generated **1,660 clicks** to **engage.translink.ca**.

## Participation

During the engagement period, including the public survey window from April 20 to May 4, 2022, there was a total of **4,895** public and stakeholder interactions, including:

- **4,585 completed surveys**, which generated **1,157** comments on the *2022 Investment Plan* and **1,411** comments on the *Transport 2050: 10-Year Priorities* (see Appendix A)
- **10 participants** in two **virtual info sessions** for key stakeholders
- **40 participants** in two **virtual briefings** for elected officials
- **119 municipal elected officials** briefed at Metro Vancouver Council of Councils **meeting**
- **13 participants** in one **virtual briefing** for TransLink's Access Transit Users' Advisory Committee
- **8 written submissions** from organizations to Mayors' Council, TransLink Board, or project staff
- **11 emails** sent to [transport2050@translink.ca](mailto:transport2050@translink.ca)
- **8 oral submissions** at the April 22, 2022, Mayors' Council public meeting
- **23 questions and comments** through the online **Q&A forum**
- **78 online views** of the **recorded public information session video**
- A monitored **Project Phone Line** was also available, however no calls were received

## What We Heard

The following themes emerged in the feedback provided by survey respondents, participants in the virtual information sessions and briefings, and additional oral and written submissions received during the public engagement period. Themes are organized in two sections: the *2022 Investment Plan* and *Transport 2050: 10-Year Priorities*.

### 2022 Investment Plan

#### Online Survey

Overall, the **4,585 survey responses** expressed a high level of support for the package of service levels, major capital projects and key initiatives, estimated expenditures, and estimated revenues proposed in the *2022 Investment Plan*.

A total of **83% strongly support** or **support** the plan, compared to **6%** that **oppose** or **strongly oppose** it.

Survey respondents could also provide feedback on specific elements of the *2022 Investment Plan* via an open-comment question. We received 1,157 comments, many of which also spoke to initiatives in the *Transport 2050: 10-Year Priorities*. Of comments that addressed elements of the *2022 Investment Plan*, there was most interest expressed in:

- **Service Levels** (127 comments);
- **Taxation & Funding Sources** (63);
- **Cycling & Active Transportation** (53); and
- **General Comments on Investment Plan** (54).

For each of these themes, the majority of comments had a neutral or positive tone.

The survey also asked respondents to rank the principles that helped TransLink guide the bus service levels identified in the *2022 Investment Plan*. Of these principles, **ensuring a usable network (1.71)** was ranked as the most important principle, followed by **minimizing overcrowding (2.60)**, **delivering urgent transit service improvements (2.67)**, and **funding service improvements by reallocating service from frequent routes with sufficient capacity (2.99)**.

### Virtual Briefings & Information Sessions

Areas of interest on the *2022 Investment Plan* during the virtual info sessions and briefings differed based on participants.

### Elected Officials' Engagement

Participants expressed support for **RapidBus** and **Bus Priority Measures** during briefings, noting challenges with road reallocation and that discussions with municipalities and the Province (which own specific roads) are needed. **Affordability** was also a top theme, with a desire expressed to ensure transit fares remain affordable. The focus on **Active Transportation** investments was supported, and questions were asked about how municipalities can better understand the funding process to include partner funding in their own capital plans.

### Access Transit User Advisory Committee Engagement

Proposed investments in **Washrooms** were the top area of interest for members and guests during a **virtual briefing for TransLink's Access Transit User Advisory Committee**. They asked about timing for installing washrooms and expected locations on the transit network. The importance of prioritizing security, cleanliness, accessibility, and consistent design was noted.

### Key Stakeholder Engagement

During the **Virtual Info Sessions for Key Stakeholders**, staff were asked about the expected revenue from TransLink's **Real Estate Fund**, as well as funding whether investments in **Active Transportation** include regular maintenance of cycling and walking infrastructure.

### Additional Feedback

#### Oral & Written Submissions

The **oral submissions** to Mayors' Council on April 22 primarily focused on projects proposed in the *Transport 2050: 10 Year Priorities* rather than elements of the *2022 Investment Plan*.

Similarly, the majority of eight **written submissions** provided feedback on initiatives in the *Transport 2050: 10 Year Priorities*. Similarly, the majority of eight **written submissions** provided feedback on initiatives in the *Transport 2050: 10 Year Priorities*. However, two of the eight submissions did include feedback on the *2022 Investment Plan*.

A submission from the the Amalgamated Transit Union (ATU) focused on HandyDART service, washrooms, bus priority measures, accessibility, low-carbon choices, data collection and analysis. The submission from the Urban Development Institute (UDI) provided general support for the plan, and provided feedback on Bus Rapid Transit, supportive policy agreements, funding sources, Reconciliation Action Plan, housing. (See written submissions in **Appendix C.**)

### Online Survey

Overall, of the **4,347 survey responses** entered for this question, a high level of support was expressed for the priorities outlined in the *10-Year Priorities*. Among the five high-level priorities identified, respondents ranked the proposed priorities in the following order from most important (1) to least important (5):

- **Reliable and Fast Transit** received the highest average ranking **(2.06)**;
- **Convenient, Reliable, Safe & Comfortable Transit (2.15)**;
- **Safe Roads and People-First Streets & Walking, Biking and Rolling Infrastructure (2.72)**;
- **Innovation in Automated, Electric, and Shared Mobility (3.90)**,
- **Customer Information and Travel Management at (4.14).**

When asked further about their level of support for prioritizing these investments individually, respondents expressed their support in the following way:

#### **Convenient, Reliable, Safe and Comfortable Transit**

A total of **89.2% strongly support or support** this priority, compared to **3.2% that oppose or strongly oppose** it.

#### **Reliable and Fast Transit**

A total of **86.1% strongly support or support** this priority, compared to **6.1% that oppose or strongly oppose** it.

#### **Safe Roads and People-First Streets, & Walking, Biking, and Rolling Infrastructure**

A total of **81.2% strongly support or support** this priority, compared to **7.5% that oppose or strongly oppose** it.

#### **Customer Information and Travel Management**

A total of **80.3% strongly support or support** this priority, compared to **3.2% that oppose or strongly oppose** it.

#### **Innovation in Automated, Electric, and Shared Mobility**

A total of **72% strongly support or support** this priority, compared to **6.6% that oppose or strongly oppose** it.

Survey respondents could also provide feedback on specific elements of the *10-Year Priorities* via an open-comment question. We received **1,411** individual comments. Of comments that addressed elements of the *10-Year Priorities*, there was most interest expressed in the **proposed Millennium Line extension to UBC** (203 comments), **cycling and active transportation** (189), **service to the North Shore** (111), and the proposed **Burnaby Mountain Gondola** (100). For each of these themes, the majority of comments had a positive or neutral tone.

Areas of interest on the *10-Year Priorities* during the virtual info sessions and briefings differed based on participants.

### **Elected Officials Engagement**

During their virtual briefings, **Elected Officials** expressed broad support for the 10-Year priorities overall as measured and careful. **Safe Roads and People-First Streets, & Walking, Biking, and Rolling Infrastructure** was widely supported. The unknown anticipated costs for drivers through the priorities was highlighted. The discussions included means of future-proofing the **Low Carbon Fleet Strategy**, suggesting possible use of hydrogen. **Bus Rapid Transit** priorities were well-supported, seeing the need to offer priority to bus travel and separation from general purpose traffic.

### **Access Transit User Advisory Committee Engagement**

Emphasis from this stakeholder group was on safety and security on the system and need for investment towards that aspect of **Convenient, Reliable, Safe & Comfortable Transit**. There was also a discussion regarding the broader transportation landscape for persons with mobility issues, such as transit links to carshare options, shared micromobility, partnerships with taxi services, van-pooling and other first/last mile solutions.

### **Key Stakeholder Engagement**

**Rapid transit to North Shore** was expressed as a significant priority for Greater Vancouver Board of Trade (GVBOT), with curiosity about the range of options that are being considered, what it might actually look like, as well the timing. **North Shore connections** were also of interest to Disability Alliance of BC (DABC) but concern about the time that it could take to be realized. BC Pensioners and Seniors Association had high interest in improved connections/**service levels to the Fraser Valley**.

### **Oral Submissions**

Of the eight **oral submissions** made to Mayors' Council on April 22, all spoke of their support for the *Transport 2050 10-Year Priorities* and investment across the region. Three of these speakers (Wade Grant- Musqueam Indian Band, Santa Ono- President and Vice-Chancellor of UBC, and Saad Shoaib- UBC VP External Affairs AMS) provided specific support for the extension of the **Millennium Line to UBC**; and one (Tamara Vrooman, Chancellor SFU) spoke in support of the **Burnaby Mountain Gondola**.

Chloe Martin-Cabanne- President CUPE 2950 (UBC) provided support for extension of the **Millennium Line to UBC** in her submission.

General support for the priorities contained within *10-Year Priorities* was stated by speakers Paul Dangerfield, Capilano University, President & Vice-Chancellor, and Patrick Stafford-Smith- CEO, North Vancouver Chamber of Commerce. The North Vancouver Chamber of Commerce also spoke towards the need for transit priority serving the North Shore.

Robust support for the **cycling and active transportation priorities** outlined in the *10-Year Priorities* was articulated by Erin O'Melinn- Executive Director of HUB Cycling.

**Note:** full submissions are not included here in the interest of brevity, but transcripts are available upon request, or can be watched on the full April 22, 2022, Mayors' Council meeting, on YouTube here: [link](#)

## Written Submissions

Eight written submissions were also received through the course of the engagement period.

**ATU 1724** offered specific recommendations supporting **bus priority measures**, which would improve the speed, comfort and reliability of both conventional transit buses and HandyDART. TransLink should take steps to ensure that people using wheelchairs or mobility scooters are included in any bike and roll infrastructure funded by TransLink. Similarly, they articulated for **Customer Information and Travel Management** that the needs of people with disabilities and older seniors need to be prioritized, including ensuring that the needs of people who do not use smart phones and/or have visual disabilities. Seniors should be explicitly in travel demand management. Include devices such as mobility scooters in shared micromobility initiatives.

**BC Trucking Association** articulated their work in **Reducing GHG Emissions**, and appreciated elements of the plan which support goods movement, highlighting the need to expand the arterial roads/truck route network.

**Fraser Health Authority** was attuned to the aspects of the *10-Year Priorities* that will have significant impacts in improving health, including **Low-Carbon Transportation, Active Transportation and People-First Safe Streets**, and equitable access to transportation. Fraser Health supports increasing access transit service and investment in the Fraser Region, including:

- Burnaby Mountain Gondola
- Surrey Langley Skytrain extension
- RapidBus service on Scott Road, King George Blvd, Langley- Haney Place Connection
- Regional and Interregional express service through the Fraser Valley
- HandyDART services

**Vancouver Coastal Health** supported the continued prioritization of greenhouse gas emission reductions, continued investments in active transportation infrastructure, and prioritization of service delivery to Indigenous communities. They also stressed the need to continue to address equity in the delivery of the priorities.

Among its recommendations, **HUB Cycling** supports TransLink's plans to rapidly complete up to 75% of the Major Bikeway Network (MBN) with traffic-separated routes to address vital regional objectives of improving walking and cycling access to transit stations and building out the Major Bikeway Network and Urban Centre bikeway networks. HUB believes that connecting the gaps in the Major Bikeway Network also supports TransLink's aim of making active transportation the most convenient choice for shorter trips. A joint submission from nine **Post-Secondary Institutions** stressed that regional mobility is increasingly critical for the post-secondary sector. The projects proposed for implementation in the first 10 years of Transport 2050 strongly support Metro Vancouver's post-secondary network. Expansion of the major transit network, including the Burnaby Mountain Gondola, Metrotown to Park Royal rapid transit, Surrey to White Rock rapid transit and the Millennium Line UBC Extension along with Surrey-Langley-SkyTrain and the Broadway Subway, will complete the connection of the region's largest education, research and innovation hubs by rapid transit.

**UBC** reiterated its commitment to a proposed extension of the Millennium Line to UBC as a funding sponsor and general support for the bold vision presented in both *Transport 2050* and the draft *10-Year Priorities*.

The **Urban Development Institute (UDI)** commented on its general support as relatively quick to deploy, however were concerned about the willingness of some municipalities to reallocate road space, the ability to recruit drivers in the current labour market, its ability to attract new investment in the same way as SkyTrain might, and competition for federal commitments to rail investments in other Canadian urban centres.

**Note:** full submissions are not included here in the interest of brevity but are available upon request.

# Appendices

## Appendix A: Summary of Survey Responses

### What we heard

#### 2022 Investment Plan

**Question: What is your overall level of support for the 2022 Investment Plan as described?**

Level of support	Total	Strongly support	Support	Neutral	Oppose	Strongly oppose	N/A
Number of responses	4,585	2,272	1,536	478	151	120	28
Percentage*		49.6%	33.5%	10.4%	3.3%	2.6%	0.6%

*\*Note: Percentages rounded up to 1 decimal point.*

**Question: The following principles helped guide development of the 2022 Investment Plan bus service levels. Please rank these principles by most important (1) to least important (4).**

Priorities	Average Rank
Ensure a usable network by maintaining: Frequency on routes that run 15 min or less; Service provision to all served areas of the region; all routes' morning and evening hours of operation	1.71
Minimize overcrowding on the transit network	2.60
Deliver urgent transit service improvements that were deferred due to COVID	2.67
Fund transit service improvements by reallocating service from frequent routes with sufficient capacity and where there are alternate routes along the corridor	2.99

Total responses to question: **4,008**

**Question: Based on the information provided about the 2022 Investment Plan, do you have any further comments?**

This open-ended question garnered 1,157 comments from survey respondents. Through review, comments were categorized into identifiable themes, as well as having either a positive, negative or neutral tone. Through this analysis, we are able to identify areas of the Investment Plan with the most interest, as well as those with greatest support. They are ranked below according to the number of comments received for each theme, with the corresponding tone of the comment.

A summary of all feedback received, including comments, will be incorporated into the *2022 Investment Plan* which will be shared with the Mayors' Council.

Comment Theme	Number of Comments	Comment Tone		
		Pos.	Neutral	Neg.
UBC Extension (SkyTrain)	144	129	11	4
Service levels (frequency, duration)	127	5	94	28
Other (comments out of scope)	73	11	47	16
North Shore service	67	44	20	3
General comments on Investment Plan as described	63	35	19	9

<b>Taxation &amp; funding sources</b>	63	6	39	18
<b>Cycling &amp; active transportation</b>	56	32	6	18
SkyTrain	46	28	14	4
Fare levels/free transit	43	1	30	12
Route-specific Ideas	40	-	37	3
Service areas (coverage of transit system)	37	2	22	13
Burnaby Mountain Gondola	23	13	1	9
Bus speed & reliability	23	-	20	3
Low-carbon choices	21	4	15	2
Safety/security (including COVID)	18	1	14	3
Fraser Valley service	17	8	7	2
Washrooms	16	13	2	1
Bus priority	14	5	9	-
Accessibility	13	-	12	1
Survey design	13	-	-	13
System capacity/crowding	13	-	10	3
Communications & new technology (including automation & electrification)	10	1	9	-
Infrastructure	10	1	8	1
Bus Rapid Transit (BRT)	9	3	5	1
Land development/zoning	9	1	8	-
Fare evasion	8	-	4	4
Affordability	7	-	7	-
Customer experience	7	-	4	3
Customer amenities	6	-	4	2
Staffing & training	5	-	4	1
Last mile	4	-	4	-
Rapid transit & LRT	4	-	4	-
Route design	4	-	4	-
State of good repair/maintenance	3	-	3	-
People-First Streets	2	2	-	-
Micromobility	1	-	1	-
Sea to Sky	1	-	1	-
West Coast Express	1	-	1	-

## Transport 2050: 10-Year Priorities

**Question: Convenient, Reliable, Safe and Comfortable Transit– What is your level of support for prioritizing these investments?**

Level of support	Total	Strongly support	Support	Neutral	Oppose	Strongly oppose	N/A
<b>Number of responses</b>	4,585	2,697	1,394	330	87	61	16
<b>Percentage*</b>		58.8%	30.4%	7.2%	1.9%	1.3%	0.3%

*\*Note: Percentages rounded up to 1 decimal point.*

**Question: Reliable and Fast Transit – What is your level of support for prioritizing these investments?**

Level of support	Total	Strongly support	Support	Neutral	Oppose	Strongly oppose	N/A
Number of responses	4,585	2,869	1,078	341	153	127	17
Percentage*		62.6%	23.5%	7.5%	3.3%	2.8%	0.4%

\*Note: Percentages rounded up to 1 decimal point.

**Question: Safe Roads and People-First Streets, & Walking, Biking, and Rolling Infrastructure – What is your level of support for prioritizing these investments?**

Level of support	Total	Strongly support	Support	Neutral	Oppose	Strongly oppose	N/A
Number of responses	4,585	2,705	1,024	489	190	156	21
Percentage*		58.9%	22.3%	10.7%	4.1%	3.4%	0.5%

\*Note: Percentages rounded up to 1 decimal point.

**Question: Customer Information and Travel Management – What is your level of support for prioritizing these investments?**

Level of support	Total	Strongly support	Support	Neutral	Oppose	Strongly oppose	N/A
Number of responses	4,585	2,244	1,440	716	79	68	38
Percentage*		48.9%	31.4%	15.6%	1.7%	1.5%	0.8%

\*Note: Percentages rounded up to 1 decimal point.

**Question: Innovation in Automated, Electric, and Shared Mobility – What is your level of support for prioritizing these investments?**

Level of support	Total	Strongly support	Support	Neutral	Oppose	Strongly oppose	N/A
Number of responses	4,585	1,827	1,475	942	202	102	37
Percentage*		39.8%	32.2%	20.5%	4.4%	2.2%	0.8%

\*Note: Percentages rounded up to 1 decimal point.

**Question: Please rank the proposed priorities by most important (1) to least important (5)**

Priorities	Average Rank
Reliable and Fast Transit	2.06
Convenient, Reliable, Safe & Comfortable Transit	2.15
Safe Roads and People-First Streets and Walking, Biking & Rolling Infrastructure	2.72
Innovation in Automated, Electric, and Shared Mobility	3.90
Customer Information and Travel Management	4.14

Total responses to question: **4,347**

**Question: Based on the information provided about the Transport 2050: 10-Year Priorities, do you have any further comments?**

This open question garnered 1,411 comments from survey respondents. Through review, comments were categorized into one of 30 different identifiable themes, as well as by tone – positive, negative or neutral. Through this analysis, we are able to identify areas of the 10-Year Priorities plan with the most

interest, as well as those with greatest support. They are ranked below according to the number of comments received for each theme, with the corresponding tone of the comment.

A summary of all feedback received, including comments, will be incorporated into the *2022 Investment Plan* which will be shared with the Mayors' Council.

Theme	Number of Comments	Comment Tone		
		Pos.	Neutral	Neg.
UBC Extension (SkyTrain)	203	176	3	24
Cycling & active transportation	189	118	59	12
North Shore Service	111	84	25	2
Burnaby Mountain Gondola	100	61	5	34
Service levels (frequency, duration)	69	6	61	2
Communications & new technology (including automation and electrification)	64	4	49	11
Low-carbon choices	60	29	30	1
General support for 10-Year Priorities as described	58	29	29	-
Other comments- out of scope	57	2	55	-
Bus Rapid Transit (BRT)	48	9	21	18
Safety/security (including COVID)	48	7	37	4
Service areas (coverage of transit system)	48	7	37	4
SkyTrain	44	24	18	2
People First Streets	31	15	15	1
Survey design	28	-	2	26
Route-specific ideas	26	-	26	-
Fare levels/free transit	24	-	24	-
Fraser Valley service	24	-	24	-
Washrooms	24	20	1	3
Bus priority measures	20	9	9	-
General opposition for 10-Year Priorities	20	-	12	8
Accessibility	16	3	10	3
Infrastructure	13	-	13	-
Land development/zoning	12	1	10	1
Rapid Transit & Light Rapid Transit (LRT)	9	2	6	1
Bus speed and reliability	7	1	4	2
Last mile	7	-	7	-
Fare evasion	6	-	3	3
Micro-mobility	6	2	4	-
Sea to Sky	6	2	4	-
Customer amenities	5	1	3	1
Staffing & training	5	1	4	-
Customer experience	4	-	4	-
Affordability for the region	4	-	3	1
System capacity/crowding	2	-	2	-
Route design	1	-	1	-

## Who we heard from

**Question: Are you completing this survey on behalf of some someone who doesn't speak English?**

Responses	Number	Percentage*
No	4,401	97.9%
Yes	95	2.1%

*\*Note: Percentages rounded up to 1 decimal point.*

**Question: Which municipality do you live in?**

Municipality	Number	Percentage*
Vancouver (including University Endowment Lands)	2,191	48.37%
Burnaby	489	10.79%
Surrey	266	5.87%
North Vancouver (District)	258	5.69%
North Vancouver (City)	257	5.67%
Richmond	168	3.70%
Coquitlam	165	3.64%
New Westminster	134	2.95%
Delta (including Ladner, Tsawwassen, and Tsawwassen First Nation)	86	1.89%
Port Coquitlam	82	1.81%
Maple Ridge	76	1.71%
West Vancouver	73	1.61%
Langley Township	58	1.28%
Port Moody	47	1.04%
White Rock	30	0.66%
Abbotsford	26	0.57%
Langley City	23	0.51%
Chilliwack	14	0.31%
Pitt Meadows	11	0.24%
Squamish	11	0.24%
Bowen Island	7	0.15%
Mission	7	0.15%
Lions Bay	3	0.07%
Whistler	3	0.07%
Belcarra	2	0.04%
Anmore	0	0%
Other (please specify)	42	0.1%
<b>Total</b>	<b>4,529</b>	

*\*Note: Percentages rounded up to 2 decimal point.*

**Question: If you responded “other”, please specify.**

Of the 42 respondents who selected “other,” 6 specified the municipality they live in:

- Victoria – 2
- Hong Kong – 1
- Sunshine coast – 1
- Seattle - 1
- Winnipeg - 1

**Question: Do you have a visible or invisible disability that makes taking transit difficult?**

Responses	Number	Percentage*
No	4,051	89.7%
Yes	275	6.1%
Prefer not to say	190	4.2%
<b>Total</b>	<b>4,516</b>	

*\*Note: Percentages rounded up to 1 decimal point.*

**Question: How do you describe yourself?**

Responses	Number	Percentage*
Female	1,814	40.3%
Male	2,371	52.7%
Non-binary or gender fluid	96	2.1%
Other	9	0.2%
Prefer not to say	212	4.7%
<b>Total</b>	<b>4,502</b>	

*\*Note: Percentages rounded up to 1 decimal point.*

**Question: What is your age?**

Responses	Number	Percentage*
65 or over	452	9.9%
55 to 64	514	11.3%
45 to 54	613	13.5%
35 to 44	796	17.5%
25 to 34	893	19.7%
18 to 24	1,038	22.8%
Under 18	90	2.0%
Prefer not to say	148	3.3%
<b>Total</b>	<b>4,544</b>	

*\*Note: Percentages rounded up to 1 decimal point.*

**Question: Which mode(s) of transportation do you use most often?**

Responses	Number	Percentage*
Transit (Bus, SeaBus, SkyTrain, West Coast Express, HandyDART)	1,834	40.3%
Car/truck driven alone	955	21.0%
Walk	504	11.1%
Bicycle	473	10.4%
Car/truck with a drive and one or more passengers/carpool/vanpool	413	9.1%
Multi-modal	303	6.7%
Motorcycle, scooter	13	0.3%
Don't know/prefer not to say	58	1.3%
<b>Total selections</b>	<b>4,553</b>	
<b>Total individual respondents</b>	<b>4,485</b>	

*Note: Respondents could select more than one mode. The column on the right represents the percentage of total selections.*

*\*Percentages rounded up to 1 decimal point.*

**Question 17: Do you identify as Indigenous?**

Responses	Number	Percentage*
No	4373	97.9%
Yes	95	2.1%
<b>Total</b>	<b>4,468</b>	

*\*Note: Percentages rounded up to 1 decimal point.*

**Question: Which group/race/ethnicity do you identify with?**

Responses	Number	Percentage*
Caucasian/European origin	2,696	55.4%
Chinese	583	11.9%
South Asian (e.g. India, Pakistan, Sri Lanka, etc)	344	7.1%
Latin American (e.g. Mexico, Brasil, Colombia, etc)	152	3.1%
Filipino	130	2.7%
Southeast Asian (e.g. Cambodia, Vietnam, Thailand, etc)	101	2.1%
Middle Eastern (e.g. Saudi Arabia, Syria, Yemen, etc)	72	1.5%
West Asian (e.g. Turkey, Iran, Armenia, etc)	69	1.4%
Black (e.g. Canadian, Caribbean, African, etc)	61	1.3%
Japanese	58	1.2%
Korean	50	1.0%
Prefer not to say	418	8.6%
Other	131	2.7%
<b>Total</b>	<b>4,865</b>	

*Note: Respondents could select more than one option. The column on the right represents the percentage of total selections.*

*\* Percentages rounded up to 1 decimal point.*

**Question: Which of the following best describes your total household income before taxes for last year?**

Responses	Number	Percentage*
\$150,000 or more	833	19.2%
\$100,000 to less than \$150,000	710	16.4%
\$80,000 to less than \$100,000	442	10.2%
\$60,000 to less than \$80,000	457	10.6%
\$40,000 to less than \$60,000	457	10.6%
\$20,000 to less than \$40,000	414	9.6%
Under \$20,000	420	9.7%
Don't know	142	3.3%
Prefer not to say	453	10.5%
<b>Total</b>	<b>4,328</b>	<b>100</b>

*\*Note: Percentages rounded up to 1 decimal point.*

**Question: How did you hear about this survey?**

Responses	Number	Percentage*
Social media ad (Facebook, Instagram)	1,101	23.5%
Word of mouth	723	16.8%
TransLink email newsletter	625	14.5%
TransLink Social Media (Twitter, Instagram, Facebook, LinkedIn)	593	13.8%
Community, cultural or faith-based organization	583	13.5%
My municipality's website or social media	480	11.1%
TransLink Website	390	9.1%
Other online ad	280	6.5%
Reddit	92	2.1%
TransLink Staff/Transit Operator	63	1.5%
Google search ad	53	1.2%
Virtual information session	51	1.3%
Buzzer Blog	45	1.0%
<b>Total selections</b>	<b>5,079</b>	
<b>Total individual respondents</b>	<b>4,306</b>	

*Note: Respondents could select more than one source of information. The column on the right represents the percentage of total selections.*

*\*Percentages rounded up to 1 decimal point.*

## Appendix B: Summary of Briefings & Info Sessions

We received feedback during virtual info sessions and briefings for key stakeholders and elected officials. It will be considered by the project team and Mayors' Council in determining the final content of the *2022 Investment Plan* and *Transport 2050: 10-Year Priorities*.

### Virtual Info Sessions for Key Stakeholders

Following is a summary of comments and questions from 10 stakeholders who participated in the Virtual Info Sessions held April 21 and 22. Invitations were sent to 131 representatives from 95 organizations that have expressed a high degree of interest in regional transportation investment and planning, and groups representing or advocating for stakeholders facing barriers to participating due to factors such as age, language, gender or sexual orientation, disability, income, housing status, or status as a new Canadian.

#### Rapid Transit

- Rapid transit to **North Shore** is a big priority for GVBoT.
- What range of options are being considered/on the table?
- What does it actually look like, and is the timing?
- So much political talk about North Shore connection – not mentioned in this plan, still in pre-planning/viability phase. How far out does it need to start before it gets into the priority/addressed in plan?

#### Real Estate Revenue

- What revenue is expected from the Translink Real Estate and Development Fund?

#### Active Transportation

- Does regular maintenance for cycling/walking over the next three years fall under these plans?

#### RapidBus

- Bus first – does this include establishing funding for new B line services?

### Virtual Briefings for Elected Officials

Following is a summary of comments and questions from 40 participants in two elected officials Virtual Briefings, held April 13 and 19. Invitations were sent to all elected officials including municipal councils and Tsawwassen First Nation, and provincial and federal ridings with constituents residing in TransLink's service region.

#### Bus Priority

- Have priority lanes connecting Queensborough up to 22nd St station been discussed with BC Ministry of Transportation and Infrastructure?
- It's important that buses can get past traffic backups.
- It requires road reallocation, which is a tough political discussion.
- Detailed conversations with municipalities that own specific roads are needed.

### **RapidBus and Bus Rapid Transit**

- RapidBus is the fastest way to get people moving around.
- Support for the effort to move forward on Bus Rapid Transit.
- Supportive of focus on ease and convenience of getting to major transit hub of RapidBus stop.

### **Affordability**

- Could property taxes, or other means, be used to defer or eliminate fare increases?
- Transit fares are increasingly expensive; wants to ensure transit remains affordable option.
- Is it possible to make transit free for youth up to 18?
- Is there an update on a fare infraction fund for people who have multiple fare infractions?

### **Active Transportation**

- Supportive of active transportation work.
- How can municipalities better understand how to interact with available capital funding for active transportation investments? How can TransLink ensure municipalities have appropriate lead time to include partner funding in their capital plans?

### **Service Levels and Access**

- Appreciates service levels proposed for communities that don't currently get it.
- Last kilometre is key for many communities.
- It's getting to the bus stop and waiting that is a frustration for potential users, not the bus ride.

### **Low-carbon strategy**

- What are TransLink's plans related to hydrogen?
- Is TransLink futureproofing its low-carbon fleet strategy; will BC Hydro be able to support an entirely electrified bus fleet?

### **General comments**

- Support for TransLink's measured and careful approach to the plans.
- Appreciation for the update – it helps in understanding and prioritizing everything.
- Thanks for the work on communicating the whole story, appreciates those efforts.

### **Other**

- What is plan for allowing pets on transit?

## Stakeholder Organizations for Virtual Information Sessions

Ambleside Dunderave BIA	Downtown Mission BIA	Kerrisdale Village
Association of Neighbourhood Houses BC	Downtown New Westminster BIA	Kitsilano Chamber of Commerce
BC Business Council	Downtown Port Coquitlam BIA	Lookout Housing + Health Society
BC Chamber of Commerce	Downtown Surrey BIA	Marpole BIA
BC Pensioners and Seniors Association	Downtown Vancouver BIA	MOSAIC
BC Poverty Reduction Coalition	Dunbar Village	Mount Pleasant BIA
BC Trucking Assoc.	Family Services of Greater Vancouver	Muslim Food Bank
BCTA	First Call BC	NAIOP
Burnaby Board of Trade	Fort Langley BIA	New Westminster Chamber of Commerce
Burnaby Heights Merchants	Fraser Region Aboriginal Friendship Centre Association (FRAFCA)	Newton BIA
Canadian Mental Health Association (CMHA)	Gastown BIA	North Vancouver Chamber
Canadian National Institute for the blind (CNIB)	Greater Langley Chamber of Commerce	Options Community Services
Cerebral Palsy Association of British Columbia (CPABC)	Greater Langley Chamber of Commerce	Pacific Community Resources Society
Chinatown	Greater Vancouver Board of Trade	Pathfinder Youth Centre Society
CityHive	Greater Vancouver Gateway Council (GVGC)	Pivot Legal Society
Cloverdale Chamber of Commerce	Hastings North BIA	PosAbilities Association of BC
Coast Mental Health	Health Initiative for Men	Progressive Intercultural Community Services Society
Collingwood BIA	Homelessness Services Association of BC	Qmunity
Delta Chamber of Commerce	Horseshoe Bay Business Association	Réseau en immigration francophone de la Colombie-Britannique
Disability Alliance BC (DABC)	ICBC	Richmond Chamber
DiverseCity	Immigrant Services Society of BC	Robson Street Business Assoc.
Downtown Chilliwack BIA	Inclusion BC	
Downtown Langley BIA		
Downtown Maple Ridge BIA		
Downtown Mission		

Seniors Services Society	Tourism Langley	Welcome BC
South Granville	Tourism Vancouver	West 4th
South Hill BIA	Destination Vancouver	West Broadway
South Surrey and White Rock Chamber of Commerce	Tri-Cities Chamber	West End BIA
Strathcona BIA	Tsawwassen BIA	West Vancouver Chamber of Commerce
SUCCESS	Umoja Operation Compassion Society	White Rock BIA
Surrey Board of Trade	United Way Lower Mainland	Yaletown
The Downtown Eastside Women's Centre Association	Urban Native Youth Association	YMCA of Greater Vancouver
The Drive	Vancouver Aboriginal Friendship Centre Society	YVR
The Single Mother's Alliance BC	VFPA	Hungerford Properties
The Social Planning & Research Council of BC (SPARC BC)		

### Virtual Briefing for TransLink's Access Transit User Advisory Committee

Following is a summary of feedback from 13 participants in a Virtual Briefings held April 27 for TransLink's Access Transit User Advisory Committee members and meeting guests:

#### 2022 Investment Plan

- Washrooms: comment about security, cleanliness, accessibility, consistent design being extremely important to users.
- Washrooms: what is timeframe and what transfer points are being considered; will HandyDart be considered as a transfer point?
- Washrooms: number of locations and number of toilets at each location?

#### 10-Year Priorities

- Last mile: for some cars may be part of the last-mile solution; could the transit system be integrated with companies that rent cars (MODO, EVO)?
- Security: Comment that security is less visible on the system; concerned number that security staffing has decreased.

## Appendix C: Summary of Additional Feedback

We received additional feedback via written submissions; oral submissions provided by delegates to the TransLink Mayors' Council Public Meeting, on April 22, 2022; the Q&A forum on [engagetranslink.ca](https://engagetranslink.ca); and email.

This additional feedback will be considered by the project team and Mayors' Council in determining the final content of the *2022 Investment Plan* and *Transport 2050: 10-Year Priorities*.

### Written Submissions

Organization	Description	Themes/topics
<b>Amalgamated Transit Union Local 1724ATU</b>	"Quality Transportation for All" report	HandyDART service, washrooms, bus priority measures, accessibility, low-carbon choices, data collection and analysis
<b>BC Trucking Association</b>	Letter from Dave Earle, President & CEO	Goods movement, affordability, People-First Streets, reduction of GHG emissions
<b>Fraser Health</b>	Letter from Sandra Gill, Manager Environmental Health Services & Healthy Built Environment Program	General support, low-carbon choices, climate crisis impacts on health, active transportation, equitable access to transportation
<b>HUB Cycling</b>	Letter from Jeff Leigh, Chair, Regional Advisory Committee	General support, cycling and active transportation, Major Bikeway Network, cycling amenities
<b>Post-Secondary Institutions</b>	Joint letter from 9 institutions: BCIT; Capilano University; Douglas College; Emily Carr University; Kwantlen Polytechnic University; Langara College; Simon Fraser University; University of British Columbia; Vancouver Community College	General support, regional mobility, equitable access to transportation, low-carbon choices, climate crisis, major transit network
<b>Urban Development Institute</b>	Letter from Anne McMullin, President & CEO	General support, bus rapid transit, supportive policy agreements, funding sources, Reconciliation Action Plan, housing
<b>Vancouver Coastal Health</b>	Email from Laura Chow, Senior Planner, Healthy Environments	GHG reductions, active transportation infrastructure, equitable access to transportation, fare levels, washrooms
<b>University of British Columbia</b>	Letter from Santa J. Ono, President & Vice-Chancellor	General support, UBC extension of Millennium Line, link to housing affordability, intensifying existing network, cycling and active transportation

## Oral Submissions to TransLink Mayors' Council Public Meeting, April 22, 2022

Following are the delegates and the focus of their submissions to Mayors' Council. These can be viewed in the video of the public meeting available on [Mayors' Council YouTube Channel](#).

Delegates	Topics	Video start time
Wade Grant, Musqueam Indian Band	Transport 250 10-Year Priorities, UBC SkyTrain extension	2 min. 5 sec.
Tamara Vrooman, Chancellor, SFU	Transport 250 10-Year Priorities, Burnaby Mountain Gondola	7 min. 52 sec
Santa Ono, President & Vice-Chancellor, UBC	Transport 250 10-Year Priorities, UBC SkyTrain extension	12 min., 50 sec
Chloe Martin-Cabanne, CUPE 2950	Transport 250 10-Year Priorities, UBC SkyTrain extension	17 min., 10 sec
Paul Dangerfield, President, Capilano University <i>Speaking on behalf 9 PSIs</i>	Transport 250 10-Year Priorities, North Shore rapid transit	20 min., 20 sec.
Erin O'Melinn, Executive Director, HUB Cycling	Transport 250 10-Year Priorities, active transportation	24 min., 55 sec
Patrick Stafford-Smith, CEO, North Vancouver Chamber of Commerce	Transport 250 10-Year Priorities, North Shore rapid transit	29 min., 10 sec.
Saad Shoaib, VP External Affairs, UBC AMS	UBC SkyTrain extension	33 min., 5 sec

Emails to [transport2050@translink.ca](mailto:transport2050@translink.ca)

We received 11 submissions via email to the project email box, [transport2050@translink.ca](mailto:transport2050@translink.ca):

### Rapid Transit, Bus Rapid Transit, and Rapid Bus

- Desire for SkyTrain as rapid transit solution on the North Shore.
- Is North Shore- Metrotown connection feasible and fundable?
- Is Bus Rapid Transit being considered for R4 route?
- How can BRT be faster than rapid bus considering speed restrictions and traffic congestion?
- Desire for longer SkyTrains on Canada Line to relieve congestion during rush hour.
- Suggestion that SkyTrain on King George Highway could extend from Millennium, not Expo line.
- Suggestion for reconfiguring E and M Line stations in New West and connections to Surrey.
- Opposition to Burnaby Mountain Gondola Project. Proposal for additional buses on Route 145 to increase ridership capacity.
- Concern about impacts of a gondola nearby residents and conservation area.

## **Washrooms**

- Desire for temporary washroom solution in short term.

## **Climate Action**

- Recommendations to incent ridesharing and reduce single-occupancy vehicle traffic.

## **Fares**

- Will transit continue to be free for youth? Supportive of continuing free transit for age group.

## **Survey**

- Comment that survey seems designed to generate positive feedback.

## [Question and Comments to Q&A Forum](#)

Following are themes of the 23 questions and comments received via the [engagetranslink.ca](https://engagetranslink.ca) online Q&A forum (which can be viewed at [engagetranslink.ca](https://engagetranslink.ca)):

## **Rapid Transit, Bus Rapid Transit, and Rapid Bus**

- How can Rapid Bus work without removing car lanes?
- Desire for SkyTrain to connect North Shore and Metrotown.
- Are there plans to upgrade the R4 to Bus Rapid Transit?
- Desire to fund transit infrastructure and expansion.
- Opposition to Burnaby Mountain Gondola due to local impacts.
- Is building BRT on North Shore, then SkyTrain a few years later cost effective?
- What options are being considered for a dedicated transit crossing across the Burrard Inlet?
- Comment that dedicating a bus lane on bridge should not be done before rapid transit implemented on North Shore.
- What are differences between Bus Rapid Transit and Rapid Buses?

## **Bus Service**

- Desire for new service in growing areas such as Fraser Heights, 0 Avenue
- Desire for connection between Guildford Exchange/Surrey Central to Richmond and YVR.

## **Funding**

- Desire to base funding on gas tax, road fees, and developer fees, and not property tax.

## **Funding**

- Concern about cost of projects and the ability to fund them.

## **Climate Action/Active Transportation**

- Desire for making transit green by allowing bicycles on all routes, at all times.
- When will bicycles be allowed on Expo and Millennium Lines during peak travel times?

## **Fares**

- Concern about fare evasion.
- Question about free transit.

### **Survey**

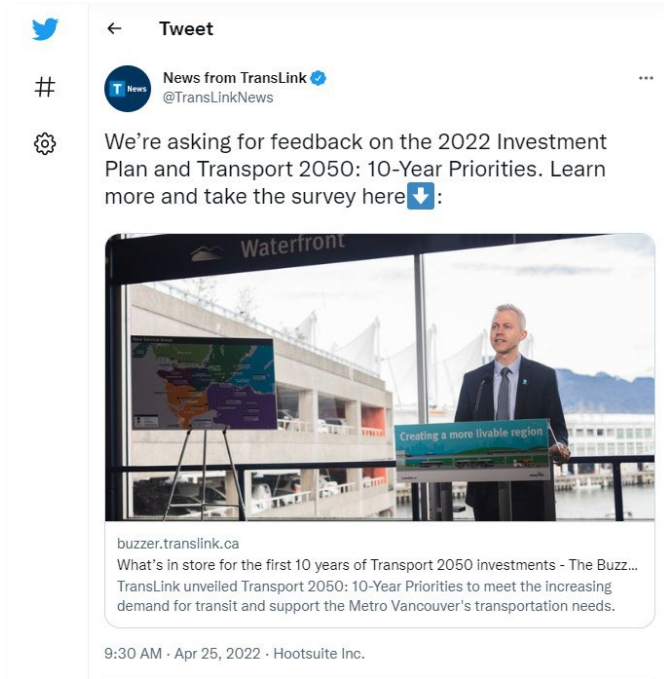
- Desire to provide more feedback on specific initiatives, not categories of initiatives.
- Why is BRT and traditional bus/trolley service lumped together with ALRT in many of the survey questions which simply ask if one supports the changes or not?

### **Washrooms**

- What is timeline to install washrooms?
- Where will washrooms be located?

## Appendix D: Notification Material

### Twitter promotion



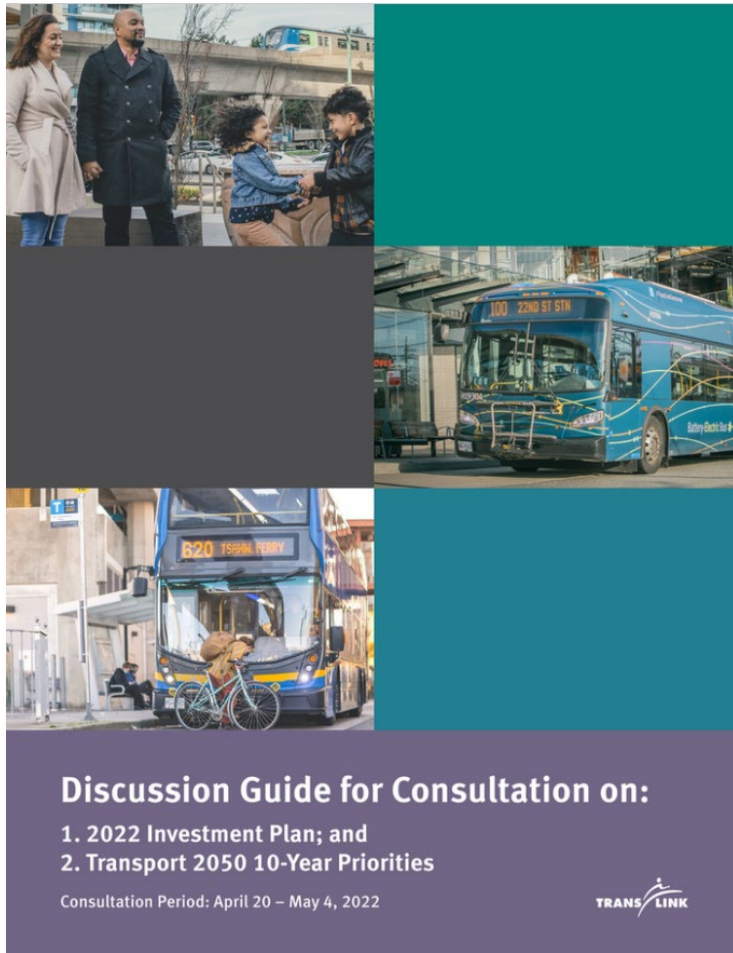
### Instagram promotion



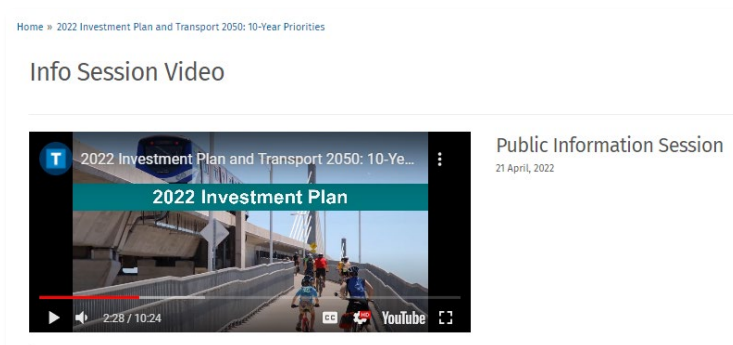
## Appendix E: Engagement Material

- Discussion Guide
- Info Session Video (10:25 min)
- Engagetranslink.ca website Info Session Presentation

Discussion Guide [link to Discussion Guide](#)



Info Session Video (10:25 min) [link to video](#)



Engagetranslink.ca Website [link to website](#)

## 2022 Investment Plan and Transport 2050: 10-Year Priorities



From April 20 to May 4, 2022, we asked for feedback on the **2022 Investment Plan and Transport 2050: 10-Year Priorities**.

Metro Vancouver, and everyone who lives, works, and plays here, enjoys a broad range of quality transportation choices. These transportation choices, which connect us to the people and places that matter most, are the result of investing in bold visions for the future of transportation.

Most recently, the region adopted Transport 2050, which builds on Metro Vancouver's solid foundation of regional planning, to deliver the next 30 years of transportation improvements.

Now, we're in the process of [Continue reading](#)

[SURVEY](#) [BACKGROUND INFORMATION](#) [QUESTIONS](#)

Our survey is now closed, thank you for your feedback! Please check back soon for updates.

### 2022 Investment Plan and Transport 2050: 10-Year Priorities Survey

[Take Survey](#)

#### Who's Listening

**Angela M.**

Public Affairs Coordinator  
TransLink

Phone 778-375-7860

Email [transport2050@translink.ca](mailto:transport2050@translink.ca)



#### Project Timeline

-  **Transport 2050**  
The region's new 30-year transportation strategy. Adopted in January 2022.
-  **2022 Investment Plan and Transport 2050: 10-Year Priorities Engagement**  
April 20 to May 4, 2022
-  **Approve 2022 Investment Plan**  
May 2022
-  **Approve Transport 2050: 10-Year Priorities**  
June/July 2022

#### Links & Documents

-  [Discussion Guide](#)
-  [Transport 2050](#)
-  [Regional Transportation Strategy](#)
-  [10-Year Investment Plan](#)

*Presentation: Info session*

Following is an example of the presentation provided at virtual info sessions and briefings. Variations were made to the content to tailor the presentation to specific groups, including representatives from key stakeholder organizations, elected officials, and TransLink's Access Transit User Advisory Committee.

Similar content was provided in a 10-minute narrated video of the presentation, which could be viewed on [engagetranslink.ca](https://engagetranslink.ca) and on TransLink's [Youtube channel](#).

**TRANS LINK**

## 2022 Investment Plan and Transport 2050: 10-Year Priorities

Public Engagement  
April 20 – May 4, 2022

### Land Acknowledgement

TransLink acknowledges, respects, and celebrates the Indigenous Nations on whose territories we are fortunate to live, work, operate, and serve, and recognizes that in planning and managing the region's transportation system we have a role to play in supporting reconciliation with Indigenous peoples.

**TRANS LINK**

## Presentation Overview

1. Purpose: Planning our Transportation Future
2. 2022 Investment Plan
3. Transport 2050: 10-Year Priorities
4. We Want to Hear From You



## Planning Our Transportation Future

TransLink would like your feedback in two different areas:

**2022 Investment Plan** - intended to stabilize TransLink's finances over the next few years

**10-Year Priorities** - prioritizes key transportation projects and initiatives from Transport 2050 for funding and implementation in future Investment Plans



## Planning Our Transportation Future

Document	Timeframe	Purpose
2022 Investment Plan	2022-2024 ( <i>focus</i> ) 2025-2031 ( <i>outlook</i> )	<p>Outlines planned expenditures over 10 years and exactly how we will fund them based on revenues that are certain today. Must be updated at least every 3 years.</p> <p>2022 Investment Plan is intended to stabilize our finances following the COVID-19 pandemic.</p> <p>The next Investment Plan (~2024) can address any remaining funding shortfalls and include expansion funding to begin to implement the priorities described below.</p>



## Planning Our Transportation Future

Document	Timeframe	Purpose
<b>Transport 2050: 10-Year Priorities</b>	The decade following the next Investment Plan (~2025-2035)	Prioritizes the first decade of projects identified in the Regional Transportation Strategy to make progress toward Transport 2050 targets. These are our unfunded aspirations for implementation in subsequent Investment Plans.



### 2022 Investment Plan

#### 2022 Investment Plan

What we are focusing on

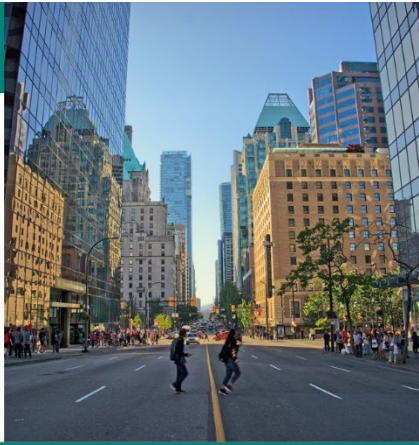
- TransLink has bold ambition for the future, but the first thing we need to do is stabilize our finances after pandemic-related ridership loss, while maintaining our services and systems.
- Making buses more reliable through investments in bus priority infrastructure.
- Providing region's share to extend Surrey Langley SkyTrain from Fleetwood to Langley.
- Advancing our climate commitments, with 462 battery-electric buses.
- Making streets safer and transit more reliable by maintaining our existing active transportation and road cost-sharing programs with municipal partners.



## 2022 Investment Plan

How we're proposing to fund it

- Given the uncertainty, we're taking a conservative approach to limit affordability impacts on public – any remaining gap can be filled in next plan.
- For this plan, we'll raise **\$52M** through:
  - \$23M** from new commercial revenue, real estate development and carbon credits
  - \$29M** in property tax (~\$3.30 per avg household in 2023)
- Note that transit fare increases are reduced to 2.3% through 2024, and 2% from 2025-2031, which is lower than previously planned. For example, fare rates previously anticipated for 2023, won't be reached until 2026 or 2027.
- We will continue to monitor ridership, review revenue needs, and work with the Province of British Columbia to develop a sustainable funding strategy prior to the 2024/2025 Investment Plan.



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## Questions?

Investment Area	What's included in this 2022 Investment Plan
Bus	<ul style="list-style-type: none"> <li>Maintain the 4% reduction in service hours on existing bus routes</li> <li>Reallocation of service to advance higher-urgency Phase Two projects beginning in 2022*</li> </ul>
SeaBus	<ul style="list-style-type: none"> <li>Continuation of 10-minute peak service</li> </ul>
HandyDART	<ul style="list-style-type: none"> <li>3% increase in HandyDART service in 2023</li> </ul>
SkyTrain and West Coast Express	<ul style="list-style-type: none"> <li>Maintain service levels on Expo-Millennium Line and Canada Line through 2024</li> <li>Increase in service on Millennium Line with the opening of Broadway Subway in 2025, and on the Expo Line with the opening of Surrey Langley SkyTrain in 2028</li> <li>Re-introduce a 5<sup>th</sup> round trip for West Coast Express in 2023</li> </ul>
Roads, Walking, Cycling Programs	<ul style="list-style-type: none"> <li>\$19 million from 2022-2024 for Walking infrastructure to Transit (WITT)</li> <li>\$51 million from 2022-2024 Bicycle Infrastructure Capital Cost Sharing (BICCS)</li> <li>\$76 million from 2022-2024 for Major Road Network and Bike (MRNB)</li> <li>\$50 million from 2022-2024 for MRN structures program</li> </ul>
Transit Priority Programs	<ul style="list-style-type: none"> <li>\$18 million for enhanced Bus Speed and Reliability program</li> <li>Continues existing funding for RapidBus Upgrades program</li> <li>Planning and infrastructure for the R7 RapidBus</li> </ul>
Capital	<ul style="list-style-type: none"> <li>State of good repair and other priority projects, including: SkyTrain fleet upgrades, cybersecurity, vehicles and infrastructure for Low Carbon Fleet Strategy, Customer Washrooms, Compass Upgrades</li> </ul>






Note: In year of expenditure dollars

\*Should ridership increase further than projected, some of these would be deferred to prioritize minimize overcrowding



## Transport 2050: 10-Year Priorities

## Building on the Momentum of Transport 2050

-  – **Convenient:** where active transportation and transit are competitive choices accounting for at least half of all passenger trips
-  – **Reliable:** where people and good are spending 20% less time stuck in congestion
-  – **Affordable:** none of us need to spend more than 45% of our household incomes on transport and housing combined
-  – **Safe and Comfortable:** we steadily reduce serious traffic injuries and fatalities, reaching zero fatalities before 2050
-  – **Carbon-Free:** we have lowered greenhouse gas emissions from light-duty vehicles by 65% and have eliminated transportation emissions by 2050



**Transport 2050: 10-Year Priorities** describes which of the investments in the 30-year Regional Transportation Strategy that TransLink will focus on delivering over the first decade.



### Convenient, Reliable, Safe & Comfortable Transit

- Support local transit and bus priority to improve travel times
- Increase SeaBus and HandyDART service
- Create safer and more comfortable customer facilities

### Reliable & Fast Transit Network

- Prioritize and study rapid transit projects
- Create new express corridors and improve interregional connections

### People-First Streets & Walking, Biking, and Rolling

- Create safer roads and people-first streets
- Invest in active transportation (walking and cycling) networks



### Transport 2050: 10-Year Priorities Convenient, Reliable, Safe & Comfortable Transit

- Takes a “bus-first” approach with an historic investment to **double local bus service** over the next ten years to:
  - Reduce wait times
  - Lengthen span of service (weekends, late evenings, early mornings)
  - Serve new areas, including treaty and reserve lands, disadvantaged communities, and parks and natural areas.
- Increase **HandyDART** service to meet future ridership demand, **minimize trip denials and refusals**, 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


Reliable and Fast Transit corridors

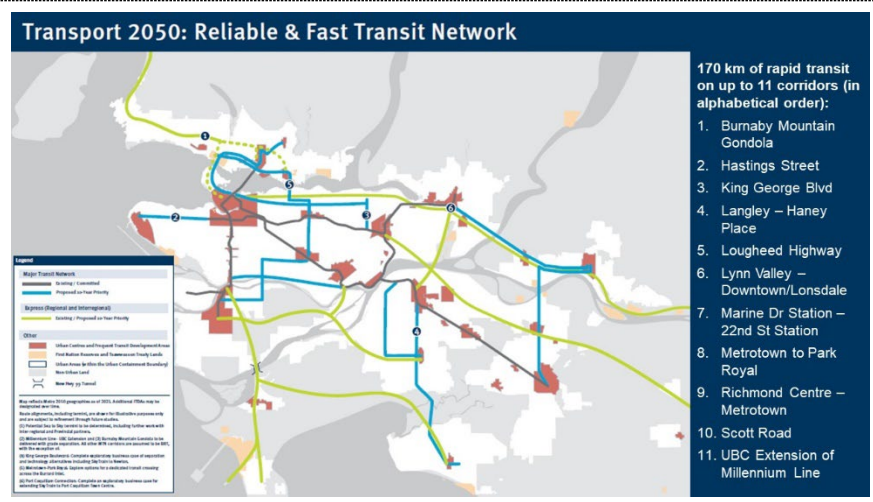
Over the next 10 years, we propose to build **170 km of rapid transit** in our region, including:

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

All these corridors support Metro 2050's growth management framework.

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







## Transport 2050: 10-Year Priorities

Reliable and Fast Transit corridors

Implement **new Express Services** including:

- **Coquitlam Centre to Port Coquitlam Town Centre**
- **Coquitlam Centre to Surrey Centre** over Port Mann Bridge
- **Hwy 99 corridor** through **new Hwy 99 Tunnel**
- **Hwy 91 corridor** over **Queensborough Bridge**

Work with the Province and our neighbours to advance improved **interregional service** to the **Fraser Valley** and along the **Sea-to-Sky** corridor.

**Study additional express corridors** for future investment including **Guildford to White Rock**; **Horseshoe Bay to Downtown**; and **Newton to Langley**.



## Transport 2050: 10-Year Priorities

People-First Streets & Walking, Biking, and Rolling

- A transformation to more **people-first streets** where active transport is the most convenient choice for short trips
- Options that are cost-effective, healthy, and low-emission

Walking, Biking, & Rolling Infrastructure

- Complete up to **75% (450 km)** of the **2050 Major Bikeway Network**
- Complete up to **66%** of the **2050 walkway network**
- Install **new bike lockers, bike parkades, and counters**
- Upgrade the **BC Parkway**



## Next Steps

Your input will be shared with the Mayors' Council on Regional Transportation and TransLink's Board of Directors.

The 2022 Investment Plan will go to the Mayors' and Board for approval in May 2022.

The 10-Year Priorities will go to the Mayors and Board for approval in summer 2022.





## We want to hear from you!

Through May 4, learn more and provide your feedback on Investment Plan and 10-Year Priorities online at [engagetranslink.ca](http://engagetranslink.ca):

- Review more detailed information in our Discussion Guide
- Complete the online survey
- Ask us a question in our Q&A feature

You can also call us at **778-375-7860** or email us at [transport2050@translink.ca](mailto:transport2050@translink.ca).

# Quality transportation choices for all:

ATU 1724 Response to TransLink's  
*2022 Investment Plan and Transport 2050: 10-Year Priorities*  
May 3, 2022



Prepared for Amalgamated Transit Union Local 1724 by  
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ATU Local 1724 represents the workers in the Greater Vancouver regional area with the paratransit service known as HandyDART.

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## Introduction & Context

TransLink's *Discussion Guide for Consultation on the 2022 Investment Plan and Transport 2050 10-Year Priorities* asserts that "The Metro Vancouver region, and everyone who lives, works, and plays here, enjoys a broad range of quality transportation choices" (p 5).<sup>1</sup> That simply isn't true for many lower-income seniors and people with disabilities, as previous TransLink documents and many other sources show.<sup>2</sup>

The Discussion Guide sets out to detail "priority investments to meet the increasing demand for transit and support the transportation needs of Metro Vancouver's growing population." While the Discussion Guide includes some good commitments regarding HandyDART service and other items essential for meeting the transportation needs of Metro Vancouver's growing population of people with disabilities and older seniors, it falls far short of what is needed.

In March 2019 TransLink and a group representing HandyDART users settled a class-action human-rights complaint that was launched under the previous BC Liberal government. The Human Rights Tribunal complaint alleged that people with physical and cognitive disabilities are provided with inferior transit service compared to that which is available to those who can use conventional public transit.<sup>3</sup>

The Guide asserts that Transport 2050 aims to "ensure access for everyone" (p7). Our response outlines changes needed to meet this aspiration.

Our response focuses on HandyDART service and the needs of older seniors and people with disabilities, with some consideration of the broader context including the urgent need to respond effectively to the climate and inequality crises.

## Aging population – Growing HandyDART Demand

In 2017 the Mayors' Council on Regional Transportation released a backgrounder titled *HandyDART: A Backbone of Provincial Healthcare*, which notes that TransLink's 2017 "10-Year Vision . . . will still leave Metro Vancouver with about half of the accessible transit trips per capita that are provided in other similar Canadian cities, including the Capital Region."<sup>4</sup>

**"Providing the services and urban environment older seniors need will be a defining social and political challenge"**

<sup>1</sup> <https://engagetranslink.ca/2022-investment-plan-and-transport-2050-10-year-priorities>

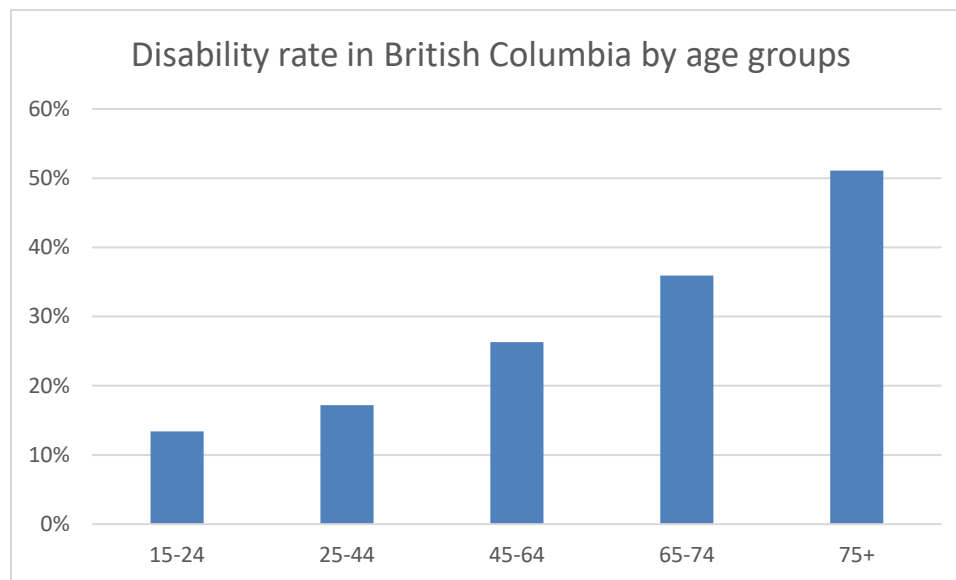
<sup>2</sup> E.g. <https://ecoplaning.ca/wp-content/uploads/2011/01/Quality-HandyDART-Final-Oct-16-2017.pdf>

<sup>3</sup> <https://handydartriders.ca/?p=484#more-484>

<sup>4</sup> [ecoplaning.ca/wp-content/uploads/2021/09/Mayors-Council-HandyDART-backgrounder-April-2017.pdf](https://ecoplaning.ca/wp-content/uploads/2021/09/Mayors-Council-HandyDART-backgrounder-April-2017.pdf)

In the same year, Statistics Canada was conducting the most recent Canadian Survey on Disability. The rates of disability for British Columbia, ranging from 13% for the 15 to 24 age group to 51% for people 75 and over, are shown in **Figure 1** below.

**Figure 1 – Disability increases with age, particularly past age 70**



Source: Statistics Canada, Canadian Survey on Disability 2017<sup>5</sup>

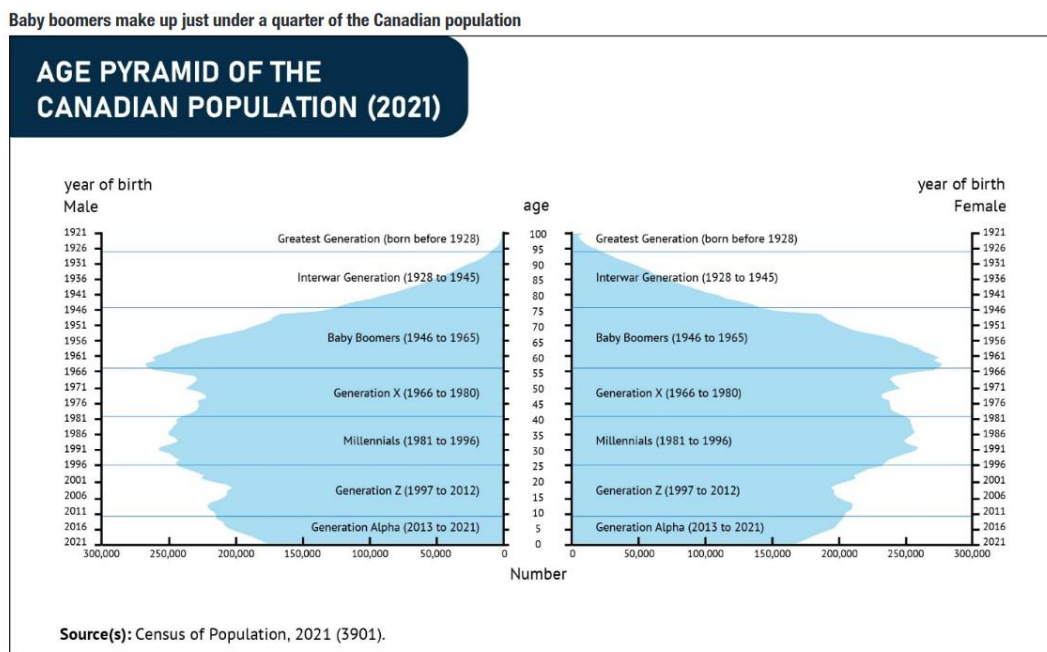
Statistics Canada recently released information on Canada’s aging population from the 2021 census. The Canadian Press reported that “seniors over the age of 85 are the fastest-growing age group in the country, marking another milestone on the slow march to what experts warn will be a crisis in care for the country’s elders. . . . The pace of aging is expected to accelerate with every new candle added to the boomer generation’s birthday cake.”<sup>6</sup>

In 2021 the oldest people in the baby boom generation turned 76, and in the coming decade providing the services and urban environment older seniors need will be a defining social and political challenge in Metro Vancouver and across the country. Figure 2, the Statistics Canada age pyramid below illustrates the scale of coming changes.

<sup>5</sup> <https://www150.statcan.gc.ca/n1/pub/71-607-x/71-607-x2019035-eng.htm>

<sup>6</sup> [www.timescolonist.com/national-news/2021-census-shows-number-of-seniors-over-85-expected-to-triple-in-next-25-years-5303975](http://www.timescolonist.com/national-news/2021-census-shows-number-of-seniors-over-85-expected-to-triple-in-next-25-years-5303975)

**Figure 2 – Age pyramid shows how Canadian population has, and will, age**



The boomer generation is generally healthier and more active than previous generations, but disability increases sharply after age 70. A key question is how to provide the needed services so a larger proportion of older seniors can live independently, and transportation is a key and often neglected component of that.

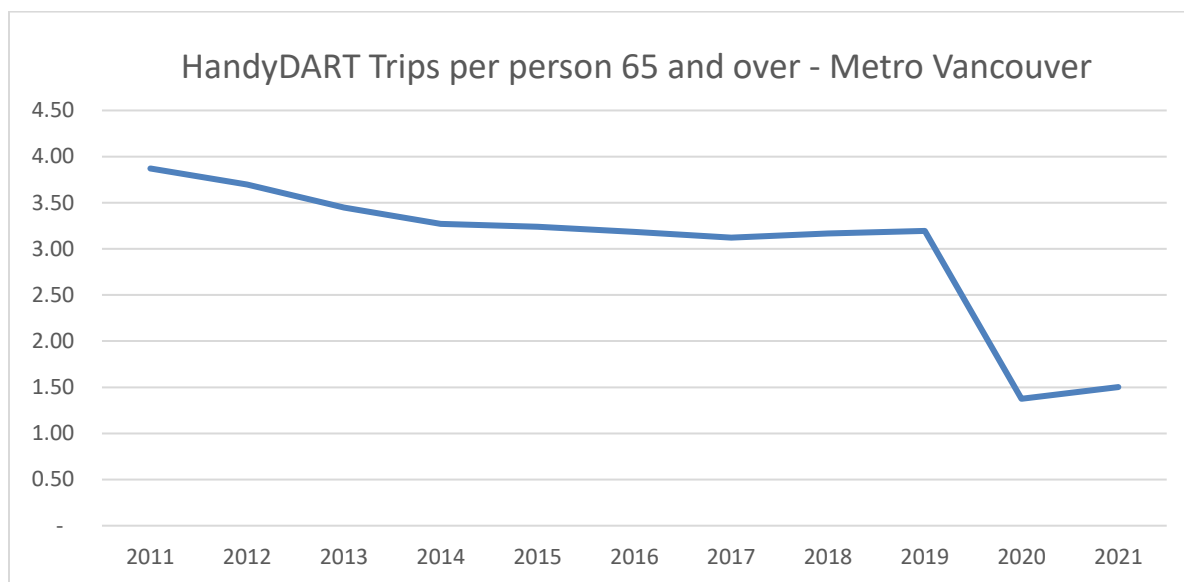
The Canadian Press notes that “Wait-lists for long-term care beds can already stretch on for years, leaving people stuck in hospitals because there is nowhere else for them to go, or families struggling to care for their loved ones at home.” But the boomer generation had fewer children than previous generations, so a larger proportion don’t have family to provide care such as driving them to medical appointments and social activities. In addition, a significant proportion of the children of boomers don’t own cars or have driver’s licences.

More HandyDART service can reduce long-term care and hospital stay expenses. The BC Seniors Advocate states “On average, a long-term care bed costs taxpayers \$27,740 more per year than two hours of daily home support.”<sup>7</sup> Good paratransit service is one of the crucial supports that allows people to live independently. During the pandemic, overdependence on long-term care cost lives as well as money. Respecting the rights of older senior and people with disabilities to live independently costs less than the unethical alternative.

<sup>7</sup> [www.seniorsadvocatebc.ca/osa-reports/report-home-support-review/](http://www.seniorsadvocatebc.ca/osa-reports/report-home-support-review/)

TransLink held the number of HandyDART trips per capita approximately constant over the last decade, until the COVID-19 pandemic. However, the number of HandyDART trips per person 65 and over declined significantly between 2011 and 2019 as shown in **Figure 3** below. In 2011 TransLink was providing 3.87 trips per year for every person 65 and over (down from 4.07 in 2008). By 2013, when the crisis of HandyDART service was documented in the report *Metro Vancouver's Aging Population and the Need for Improved HandyDART Service*, and widely reported in the media, the level had dropped to 3.45.<sup>8</sup> From 2017 to 2019 the levels ranged from 3.12 to 3.19 trips per person 65 and over. *TransLink provided twenty two percent less HandyDART service per person 65 and over in 2018 than in 2008.*

**Figure 3 - Reduction in HandyDART service per person 65 and over**



Data Sources: TransLink Data & Statistics Canada. Table 17-10-0135-01 Population estimates<sup>9</sup>

**TransLink provided twenty two percent less HandyDART service per person 65 and over in 2018 than in 2008.**

*A large and rapid increase in HandyDART service is needed to restore service to pre-COVID levels and reverse this reduction in service relative to need.*

Adequate HandyDART service is essential for many seniors and people with disability to live independently rather than going into long-term care, and the ongoing

COVID pandemic will add to the need.

<sup>8</sup> <https://ecoplaning.ca/wp-content/uploads/2011/01/ATU-HandyDART-Report-Final-Nov-15-2013.pdf>; [www.cbc.ca/news/canada/british-columbia/handydart-trip-denials-up-670-since-2008-says-group-1.2433056](http://www.cbc.ca/news/canada/british-columbia/handydart-trip-denials-up-670-since-2008-says-group-1.2433056)

<sup>9</sup> January 2022 [www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=1710013501](http://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=1710013501)

### COVID is creating more need for HandyDART

The ongoing COVID pandemic is having severe impacts on older seniors and people with disabilities.<sup>10</sup> The federal *COVID-19 Disability Advisory Group Report* documented access related harms including “social isolation and loss of access to supports [and] loss of access to services crucial to well-being, including occupational therapy, mental health services, and maintenance/repairs of disability aids.”<sup>11</sup> Improved HandyDART service is one way of reducing this ongoing harm.

We know that a significant, but not yet well documented, percentage of the Canadian population has been disabled by COVID-19 already. Some of these disabilities will be permanent, and some will last for years. Those affected include all age groups including children, younger working age people, and seniors who were healthy and active before contracting COVID.<sup>12</sup>

Disabilities caused by COVID-19 will increase the need for HandyDART service, and other mobility options for people with disabilities, in both the short and long term.

### The cost of privatization

HandyDART, can we afford it? This question has been asked for decades by those who provide funding. The question should be, how can we afford to contract it out? Tax dollars continue to funnel into the private management companies that operate publicly owned HandyDART vehicles.

**None of the HandyDART yards in Metro Vancouver are permanent locations, and electrification of the fleet is impractical without permanent facilities**

The cost of HandyDART is inflated due to the funding of profit and the cost of administering contracted out services meanwhile creating instability that conventional transit is not burdened by. Every time a new contractor takes over, years of efficiency gains are lost as new management implements new procedures. Employee morale suffers along with efficiency and quality of service.

None of the HandyDART yards in Metro Vancouver are permanent locations, and electrification of the fleet is impractical without permanent facilities. BC Transit in Victoria is taking this necessary leap to protect our environment; they can electrify

<sup>10</sup> <https://thetyee.ca/Analysis/2022/03/30/Stop-Leaving-Disabled-People-Behind/>

<sup>11</sup> [www.canada.ca/en/employment-social-development/corporate/disability-advisory-group/reports/2020-advisory-group-report.html#h2.03](https://www.canada.ca/en/employment-social-development/corporate/disability-advisory-group/reports/2020-advisory-group-report.html#h2.03)

<sup>12</sup> E.g. <https://www.scientificamerican.com/article/a-tsunami-of-disability-is-coming-as-a-result-of-lsquo-long-covid-rsquo/>; <https://www.theguardian.com/world/commentisfree/2022/mar/30/long-covid-coronavirus-covid-pandemic-health>

their HandyDART fleet because they are building a new permanent HandyDART facility as discussed below.

**Excessive use of taxis is another form of privatization that degrades the reliability, safety and accessibility of HandyDART**

Due to changing management companies over the decades policies and procedures protecting this safe and professional service are thrown in the dumpster when a new company takes over.

Excessive use of taxis is another form of privatization that degrades the reliability, safety and accessibility of HandyDART, particularly for the most vulnerable riders.<sup>13</sup>

HandyDART has not suffered devastating layoffs due to the pandemic. The Provincial Government recognised the costs of losing over half of the workforce. A slow rebuilding of a devastated service would have caused untold suffering for seniors and people with disabilities. This forethought was met with gratitude. Moving forward requires this kind of forward thinking; stability is crucial for attracting and retaining qualified workers and there is presently a nearly unprecedented shortage of qualified workers.

For disabled persons and Seniors' HandyDART is the link to surviving and thriving through the challenges ahead. The necessity of stability in administration and funding are unequivocal, and inadequate HandyDART service is a human rights violation.

#### Electrification of HandyDART requires permanent facilities

With provincial, federal and regional funds, BC Transit Victoria is building a new permanent HandyDART centre to “respond to the growing needs for handyDART services in Greater Victoria [with] infrastructure to support a fully electric fleet... installed during construction”<sup>14</sup> In contrast, TransLink has a detailed Low Carbon Fleet Transition Plan that fails to even mention HandyDART.<sup>15</sup>

Multiple manufacturers are already taking orders for electric vehicles suitable for HandyDART use. Many of the present HandyDART vehicles are based on the Ford Transit chassis, and Ford is already taking orders for the electric Transit chassis.

<sup>13</sup> <https://ecoplaning.ca/wp-content/uploads/2011/01/Quality-HandyDART-Final-Oct-16-2017.pdf>

<sup>14</sup> [www.bctransit.com/viewroyal/handydart](http://www.bctransit.com/viewroyal/handydart)

<sup>15</sup> <https://www.translink.ca/news/2020/february/translink%20low%20carbon%20fleet%20strategy>  
[https://www.translink.ca/-/media/translink/media-releases/2021/january/translink\\_low\\_carbon\\_fleet\\_transition\\_plan\\_update\\_2021\\_01\\_18.pdf](https://www.translink.ca/-/media/translink/media-releases/2021/january/translink_low_carbon_fleet_transition_plan_update_2021_01_18.pdf)

It is not practical to electrify TransLink’s HandyDART fleet without permanent, publicly owned, operations and maintenance centres. The Legislature’s BC Budget 2022 consultation report recommends “investing in electric buses [and] increasing accessible transportation options such as HandyDART”<sup>16</sup>

It is time for TransLink to do what Victoria has already done, and get funding from the provincial and federal governments for permanent operations centres with equipment for charging electric HandyDART vehicles. This would shift a significant proportion of the cost of HandyDART from TransLink’s operating budget (which is largely funded by property taxes and fares) to a capital expense. Capital expenses (particularly for the electrification of transit) are eligible for federal and provincial funding, so this could be a major financial benefit for TransLink.

**Capital expenses (particularly for the electrification of transit) are eligible for federal and provincial funding, so this could be a major financial benefit for TransLink**

#### Regional priority setting for capital funding

Both the provincial and federal governments committed to shift infrastructure spending “from higher to lower-emitting types of transportation” in the 2016 Pan-Canadian Framework on Clean Growth and Climate Change.<sup>17</sup> The obvious implication is that funding should be shifted away from highway expansion, which makes traffic worse and increases greenhouse gas pollution, to public transit infrastructure.

The 10-year priorities draft concludes with a section on Funding the 10-Year Priorities. This section states that it is “critical that we lay the groundwork today for the kinds of policies and investments that will be needed to reach our shared goals over the coming years. Especially with the urgency that climate change and the affordability crisis present” (p 51)

We agree that Metro Vancouver needs “a significant overhaul to how we fund regional transportation – with substantial new regional funding and continuing partnership with and funding from the governments of British Columbia and Canada” (p 51).

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<sup>16</sup> “Develop a comprehensive, province-wide public transit plan to ensure accessible, affordable public transportation options are available across the province, with a view to addressing gaps in the provision of regional transportation services, investing in electric buses, increasing accessible transportation options such as HandyDART, and addressing the needs of small, rural, remote, and Indigenous communities” (p96).

<https://www2.gov.bc.ca/gov/content/governments/finances/budget/consultations>

<sup>17</sup> <https://ricochet.media/en/3616/bidens-earth-day-summit-shows-canada-is-stuck-in-the-slow-lane-on-climate>

In 2021 the Capital Regional District (CRD) unanimously approved a groundbreaking new policy on transportation infrastructure prioritization in the region. Greater Victoria's regional district is now prepared to advocate for transportation investments that contribute to meeting regional sustainable transportation, affordability, and greenhouse gas reduction targets. As a result, the region could see hundreds of millions of provincial and federal dollars invested in electric rapid bus lines, cycling routes, and sidewalks instead of highway expansion projects.<sup>18</sup>

A similar policy in Metro Vancouver could see billions of dollars shifted to transit capital projects, including new permanent HandyDART facilities, over the next decade. However, it is unclear if the Metro Vancouver Regional District or TransLink is best placed to adopt such a policy and lead the advocacy efforts.

**A similar policy in Metro Vancouver could see billions of dollars shifted to transit**

### Key Recommendations

- Document the increasing number of older seniors and people with disabilities. Increase HandyDART service levels to reverse the relative reduction in service since 2008 and to match peer regions such as Greater Victoria. Avoid screening out riders to artificially suppress demand.
- Apply for federal and provincial funding to buy land and build permanent HandyDART facilities to allow the fleet to be electrified (and to reduce operating expenses which the federal government is reluctant to fund on a permanent basis). Study the multiple advantages of bringing HandyDART operations in house, including attracting and retaining qualified employees, in the context of fleet electrification.<sup>19</sup>
- Bring HandyDART operations in house to increase efficiency. Fund increased HandyDART and conventional bus service by increasing the property tax at a higher rate than proposed in the short term, and increase advocacy for federal operating funding to provide a longer-term solution.
- Avoid the excessive use of taxis in HandyDART service, as this degrades the reliability, safety and accessibility of the HandyDART system.
- Work with the Metro Vancouver Regional District to advocate for reallocating infrastructure funds from highway expansion to public transit infrastructure (such as permanent HandyDART maintenance and operations centres).
- Significantly increase the scale and ambition of bus priority measures, and ensure HandyDART is considered in transit priority measures.
- Substantially reduce, rather than increase, transit fares.

<sup>18</sup> [www.capitaldaily.ca/news/opinion-crd-must-push-province-to-fund-rapid-bus-instead-of-expanding-highways](http://www.capitaldaily.ca/news/opinion-crd-must-push-province-to-fund-rapid-bus-instead-of-expanding-highways)

<sup>19</sup> The benefits of in-house paratransit operation are discussed in detail in <https://ecoplaning.ca/wp-content/uploads/2011/01/Quality-HandyDART-Final-Oct-16-2017.pdf>

- Make concerted efforts to make Metro Vancouver as a whole, not just the conventional transit system, more accessible for people with disabilities and older seniors. This should include increasing the budget for, and number of, accessible washrooms at transit facilities and ensuring that people using wheelchairs or mobility scooters are not excluded from any bike and roll infrastructure funded by TransLink.

*Further discussion of these issues in the context of the 2022 Investment Plan and 10-year Priorities, as well as further recommendations, are ordered according to Discussion Guide page number below:*

### 2022 Investment Plan – Discussion and Recommendations

These comments and recommendations are ordered according to page number in the Discussion Guide.

- The investment plan calls for bus service at 4% below pre-COVID levels for three years, which will likely result in routine overcrowding making conventional transit less accessible for people with disabilities and older seniors (both physically, and due to COVID risk). It also calls for reinstating “a 3% HandyDART service increase in 2023, originally planned for 2021 but deferred due to the pandemic” (p24).

**Recommendation: Increase both conventional bus and HandyDART services in every year of the investment plan.** (Funding for increases is discussed below).

- The investment plan proposes installing bus priority infrastructure, which will improve reliability and speed for both conventional buses and HandyDART vehicles. “Bus priority measures also reduce operating costs. Those savings can be reinvested into more frequent or expansive service” (p24). It is not clear if efficiency improvements *will* result in increased HandyDART service or if service hours will be reduced to hold the number of trips at planned levels.

The plan also proposes “to ensure funding is directed at projects that have the greatest impact on reducing travel time and improving reliability throughout bus service in the region” (p 24). It is not clear if HandyDART will be included in these calculations.

A large amount of road space will need to be reallocated to bus lanes to meet the CleanBC target of reducing distances traveled in light duty motor vehicles 25% by

2030.<sup>20</sup> Meeting this ambitious traffic evaporation target will likely even require exceeding the City of Vancouver’s Climate Emergency Plan target of reallocating 11% of road space to sustainable transport by 2030.

Close to 600 people died, and a much larger number suffered severe negative health impacts, from the 2021 heat wave in BC. People with disabilities and seniors are disproportionately vulnerable to climate impacts. This is just one of the reasons ATU Canada supports transformative action to improve public transit and rapidly reduce greenhouse gas pollution.<sup>21</sup>

**Recommendation: Significantly increase the scale and ambition of bus priority measures, and ensure HandyDART is considered in transit priority measures.**

- The investment plan proposes constructing and operating six accessible washrooms (p 25). A transit system is not accessible without accessible washrooms. We fully support this investment and suggest that it should be increased to increase the overall accessibility of the transit system and region.

**Recommendation: Increase the budget for, and number of, accessible washrooms.**

- The investment plan includes “\$19.2 million for Walking Infrastructure to Transit [and] \$50.5 million for Bicycle Infrastructure Capital Cost Sharing between 2022 and 2024” (p 28). The aspiration is to make walking, cycling and rolling “the most convenient choice for short trips” (p 15). However, present interpretations of the archaic BC Motor Vehicle Act prevents many people from using wheelchairs or mobility scooters on bike and roll routes. This is discriminatory and counterproductive. The City of Victoria recently voted unanimously to work with the province on this issue.<sup>22</sup>

**Recommendation: Ensure that people using wheelchairs or mobility scooters are not excluded from any bike and roll infrastructure funded by TransLink.**

- The Investment Plan includes \$1.5 billion for low-carbon fleet investments, but HandyDART is excluded from this plan (p29). Electrification has multiple benefits,

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<sup>20</sup> [www.pibc.bc.ca/sites/default/files/internal\\_pages\\_pdfs/planning-west/PIBC-PW-Winter2022-CleanBC-Roadmap-PG22-24-Web.pdf](http://www.pibc.bc.ca/sites/default/files/internal_pages_pdfs/planning-west/PIBC-PW-Winter2022-CleanBC-Roadmap-PG22-24-Web.pdf); [www.straight.com/news/eric-doherty-traffic-evaporation-means-we-can-reach-bcs-new-climate-roadmap-promise-of-25](http://www.straight.com/news/eric-doherty-traffic-evaporation-means-we-can-reach-bcs-new-climate-roadmap-promise-of-25)

<sup>21</sup> [www.atucanada.ca/press-releases/transit-union-says-damning-ipcc-report-shows-need-transformative-change](http://www.atucanada.ca/press-releases/transit-union-says-damning-ipcc-report-shows-need-transformative-change)

<sup>22</sup> [www.gvat.ca/blog/2021-10mobilityscooters](http://www.gvat.ca/blog/2021-10mobilityscooters); [www.cbc.ca/news/canada/british-columbia/city-council-bike-lane-pilot-1.6218673](http://www.cbc.ca/news/canada/british-columbia/city-council-bike-lane-pilot-1.6218673)

including quieter vehicles and better air quality which is even more important to the health and wellbeing of people with disabilities and older seniors than for the general public. The discriminatory decision to exclude HandyDART from the low-carbon fleet program must be reversed.

**Recommendation: Include HandyDART in the low-carbon fleet program. Build permanent HandyDART facilities to allow electrification (as discussed above in the introductory section of this submission).**

- The investment plan proposes 2.3% annual fare increases between 2022-2024 and 2% fare increase between 2025-2031 (p 32). ATU Canada advocates for fares to be affordable for all, and instead supports fare-freezes and reductions.<sup>23</sup> Higher transit fares are a significant barrier to mobility and access for people with disabilities, many of whom live on very low incomes. Lower transit fares are also almost certainly necessary to meet the CleanBC target of reducing vehicle traffic 25% by 2030.<sup>24</sup>

In response to the global energy crisis caused by Russia's invasion of Ukraine, the International Energy Agency has called on member countries including Canada to reduce transit fares and take other urgent steps to reduce oil consumption.<sup>25</sup>

**Recommendation: Substantially reduce transit fares, instead of increasing them. TransLink should call on the Government of Canada to fund energy crisis fare reductions as recommended by the International Energy Agency.**

- The investment plan proposes a very modest property tax increase and states that "increasing property tax also further adds to housing affordability challenges in the region" (p 33). However, Transport 2050 focuses on combined transportation and housing costs and increased property taxes dedicated to the most cost-effective transit improvements such as increased bus service, more bus lanes and signal priority would likely reduce overall affordability challenges in the region.

The plan proposes increasing the TransLink portion of property tax by 1.15% per year and "is estimated to cost an additional \$3 per residential property in 2023". As members of the Keep Transit Moving Coalition, we believe that the federal government should be

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<sup>23</sup> [www.atucanada.ca/blog/free-public-transit-canada](http://www.atucanada.ca/blog/free-public-transit-canada)

<sup>24</sup> [www.pibc.bc.ca/sites/default/files/internal\\_pages\\_pdfs/planning-west/PIBC-PW-Winter2022-CleanBC-Roadmap-PG22-24-Web.pdf](http://www.pibc.bc.ca/sites/default/files/internal_pages_pdfs/planning-west/PIBC-PW-Winter2022-CleanBC-Roadmap-PG22-24-Web.pdf); [www.straight.com/news/eric-doherty-traffic-evaporation-means-we-can-reach-bcs-new-climate-roadmap-promise-of-25](http://www.straight.com/news/eric-doherty-traffic-evaporation-means-we-can-reach-bcs-new-climate-roadmap-promise-of-25)

<sup>25</sup> [www.iea.org/reports/a-10-point-plan-to-cut-oil-use](http://www.iea.org/reports/a-10-point-plan-to-cut-oil-use)

funding transit operations on an ongoing basis.<sup>26</sup> The federal government has more ability to design strongly progressive taxes, such as introducing a wealth tax on billionaires.<sup>27</sup>

However, increasing the property tax above what the investment plan proposes would increase fairness if the revenue replaced fare increases and was devoted to bus lanes, more bus service and more HandyDART service.

As discussed above under the heading *Regional priority setting for capital funding*, both the provincial and federal governments committed to shift infrastructure spending “from higher to lower-emitting types of transportation” in 2016. In addition, Greater Victoria’s regional district is now prepared to advocate for transportation investments that contribute to meeting regional sustainable transportation goals.<sup>28</sup> A similar policy in Metro Vancouver could see billions of dollars shifted to transit capital projects, including new permanent HandyDART facilities, over the next decade. However, it is unclear if the Metro Vancouver Regional District or TransLink is best placed to lead the advocacy efforts.

**Recommendations: Increase the property tax at a higher rate than proposed in the short term, and increase advocacy for federal operating funding to provide a longer-term solution. Work with the Metro Vancouver Regional District to advocate for reallocating infrastructure funds from highway expansion to public transit infrastructure (such as permanent HandyDART maintenance and operations centres).**

#### Transport 2050: 10-Year Priorities – Discussion and Recommendations

These comments and recommendations are ordered according to page number in the Discussion Guide.

- The 10-year priorities draft suggests that enough HandyDART service will be provided to “minimize trip refusals and denials” and “extend hours of operation by six hours to make trips available 24 hours a day” (p 38). The summary of proposed key priorities suggests that over 10 years HandyDART service will be increased only “by 60% to meet future ridership demand” (p 16). The priorities section proposes to “more than double current bus service,” an increase of over 100% for conventional bus in other words (p 37).

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<sup>26</sup> [www.keeptransitmoving.ca/](http://www.keeptransitmoving.ca/)

<sup>27</sup> [www.policynote.ca/billionaires-wealth/](http://www.policynote.ca/billionaires-wealth/); [www.policynote.ca/tax-the-rich/](http://www.policynote.ca/tax-the-rich/)

<sup>28</sup> [www.capitaldaily.ca/news/opinion-crd-must-push-province-to-fund-rapid-bus-instead-of-expanding-highways](http://www.capitaldaily.ca/news/opinion-crd-must-push-province-to-fund-rapid-bus-instead-of-expanding-highways)

Meeting Transport 2050 objectives will in all probability require far more than a 60% increase in HandyDART service giving Metro Vancouver's rapidly growing population of people with disabilities and older seniors, even with unprecedented action to make the whole region more accessible.

**Recommendation: Match HandyDART service increases to the increasing demand, without screening out riders to artificially suppress demand or limiting the increase to 60% over 10-years.<sup>29</sup> This must be in addition to concerted efforts to make Metro Vancouver as a whole, not just the conventional transit system, more accessible for people with disabilities and older seniors.**

- The 10-year priorities draft proposes major investments in a Reliable and Fast Transit Network (RAFT) including a bus rapid transit network (p 41). As discussed in more detail above in the 2022 Investment Plan section, bus lanes and other transit priority infrastructure can improve the speed, comfort and reliability of both conventional transit buses and HandyDART.

**Recommendation: Significantly increase the scale and ambition of bus priority measures, and ensure that HandyDART is considered in transit priority measures.**

- The 10-year priorities draft calls for “making active transport the most convenient choice for shorter trips, to support everyday travel as well as access to nature. The proposed investments aim to greatly expand sidewalk coverage and ensure that more parts of the region benefit from traffic-separated and connected biking and rolling infrastructure” (p 45).

The needs of people with disabilities and older seniors should be prioritized in the design and regulation of the Walkway Network and Major Bikeway Network. *The aspiration to make rolling “the most convenient choice for short trips” should be taken seriously.* The need for elements such as benches at frequent intervals along sidewalks and paths should be acknowledged and budgeted for.

Present interpretations of the archaic BC Motor Vehicle Act prevents many people from using wheelchairs or mobility scooters on bike and roll routes. This is discriminatory and

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<sup>29</sup> <https://handydartriders.ca/?p=496#more-496>

counterproductive. The City of Victoria recently voted unanimously to work with the province on this issue.<sup>30</sup>

**Recommendations: TransLink should take steps to ensure that people using wheelchairs or mobility scooters are not excluded from any bike and roll infrastructure funded by TransLink. Benches and other elements needed by seniors and people with disabilities should be included and budgeted for.**

- The 10-year priorities draft calls for installing “200 new bike lockers and . . . 6 new bike parkades in underserved areas” (p 45). Often the needs of people with disabilities are not considered when planning bike parking.

**Recommendation: Ensure that adult trikes and other adaptive cycles as well as mobility scooters for people with disabilities are accommodated and prioritized in ‘bike’ lockers and ‘bike’ parkades (p 45). Consult with people who use these mobility devices regarding their needs and priorities.**

- The 10-year priorities draft includes Customer Information and Travel Management as well as Automated, Electric, and Shared Mobility (p 47-48) The draft does not emphasize meeting the needs of seniors and people with disabilities in these initiatives.

**Recommendation: Fully consider the needs of people with disabilities and older seniors, including ensuring that the needs of people who do not use smart phones and/or have visual disabilities are prioritized. Explicitly target seniors in travel demand management. Include devices such as mobility scooters in shared micromobility initiatives.**

- The 10-year priorities draft calls for investing in “multimodal data collection, management, and analysis” to “Deliver insights for planning, system management, project evaluation and to monitor progress toward achieving regional goals” (p48).

**Recommendation: Ensure all modes of travel, including wheelchairs and mobility scooters, are including in data collection and analysis.**

- The 10-year priorities draft concludes with a section on Funding the 10-Year Priorities. This section states that it is “critical that we lay the groundwork today for the kinds of policies and investments that will be needed to reach our shared goals over the coming

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<sup>30</sup> [www.gvat.ca/blog/2021-10mobilityscooters](http://www.gvat.ca/blog/2021-10mobilityscooters); [www.cbc.ca/news/canada/british-columbia/city-council-bike-lane-pilot-1.6218673](http://www.cbc.ca/news/canada/british-columbia/city-council-bike-lane-pilot-1.6218673)

years. Especially with the urgency that climate change and the affordability crisis present” (p 51)

We agree that Metro Vancouver needs “a significant overhaul to how we fund regional transportation – with substantial new regional funding and continuing partnership with and funding from the governments of British Columbia and Canada” (p 51). More discussion of these issues is found above in the *Regional priority setting for capital funding* section.

**Recommendations: Broaden TransLink’s ambition for overhauling the funding of regional transportation. Increase advocacy for federal operating funding for transit. Work with the Metro Vancouver Regional District to advocate for reallocating infrastructure funds from highway expansion to public transit infrastructure (such as permanent HandyDART maintenance and operations centres).**



April 29, 2022

Kevin Quinn  
Chief Executive Officer  
TransLink

*Via email: [Kevin.Quinn@TransLink.ca](mailto:Kevin.Quinn@TransLink.ca)*

**Re.: BCTA Transportation 2050 10-Year Priorities Comments and Feedback**

Dear Mr. Quinn:

I am writing on behalf of the BC Trucking Association (BCTA) in response to the request for feedback on TransLink's Discussion Guide for Consultation on the 2022 Investment Plan and Transportation 2050 10-Year Priorities (Plan).

Overall, BCTA is pleased with the increased funding and recognition in support of goods movement. As you are aware, TransLink's authority, as per [section 3](#) of the *South Coast British Columbia Transportation Authority Act*, is to provide a regional transportation system that "moves people and goods" in a manner that supports regional growth, environmental objectives, and economic development of the transportation service. While funding in support of goods movement is not commensurate with other TransLink priorities such as promoting people-first streets, it is an investment that will have an immense impact on every British Columbian's quality of life, and it is a significant improvement from previous TransLink plans.

We are supportive of the Plan's main objectives; however, we remain concerned with TransLink's priority to promote people-first streets, specifically increasing the walkway and major bike networks. We fully support the overarching principle as we recognize that road infrastructure in Metro Vancouver is finite. However, it is critical that the Plan also recognize the need for increased arterial roads to the truck route network in support of goods movement.

British Columbians from all corners of the province rely on the trucking sector to support the standard of living they expect. Our industry transports over 90% of all consumer goods in the province by weight and is experiencing exponential growth. Over the past decade BC's road transportation sector grew by an average of 4,049 medium- and heavy-duty commercial (MHD) vehicles each year. The principal cause for this growth is directly attributed to:

- An increase in BC's population by approximately 580,000 over this period, and is forecasted to grow by another 1.38 million by 2040<sup>1</sup>, and
- Growth in e-commerce, which realized a 58% increase of average number of online purchases from 2016-2018 and a 26% increase in freight being delivered to major cities<sup>2</sup> (this nearly doubled in 2020 due to the COVID-19 pandemic).<sup>3</sup>

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<sup>1</sup> BC Stats. People 2020: BC Sub-Provincial Population Projections, [PEOPLE 2020 \(gov.bc.ca\)](https://www25.statcan.gc.ca/n1/pub/92-62-x/2020001/article/00064-eng.htm)

<sup>2</sup> Pembina Institute. *The next frontier for climate action, Decarbonizing urban freight in Canada*. February 2020, updated July 2020

<sup>3</sup> <https://www150.statcan.gc.ca/n1/pub/45-28-0001/2020001/article/00064-eng.htm>

The Plan's current strategies to support goods movement, such as the development of Long Combination Vehicle hubs, is highly beneficial and greatly appreciated. That said, it is equally important that the Plan also highlight the need to expand the arterial roads/truck route network. This is critical in order to support the efficient movement of goods, which reinforces the Plan's overall priorities of being:

- **Convenient** – by ensuring goods can be transported to retail outlets throughout Metro Vancouver to support a people-first streets mandate in which residents can obtain the goods they need by walking, biking and rolling;
- **Reliable** – by supporting an efficient road network for commercial vehicles through reduced congestion;
- **Affordable** – by recognizing our sector transports 92% of all consumer goods by weight and that approximately 10% of the cost of a consumer good can be attributed to transportation;
- **Safe & Comfortable** – by promoting road capacity and design to accommodate our sector, which is growing both in size and volumes; and
- **Carbon-free** – mitigating congestion and idle emissions by establishing an efficient road network that aligns with its demands.

### **Discussion Guide High Level Comments**

#### **Affordability:**

It is important to ensure that Transportation 2050 requirements are reflected in the Plan, specifically to “ensure that transportation fees and taxes are affordable for everyone” and that the actions advanced from the Plan will include “a clear analysis of costs and benefits for any fees that impact passenger and commercial vehicles, including costs and benefits for businesses, consumers, and carriers as appropriate.”

The role transportation has on consumer goods that affects all socio-economic groups is intrinsically linked. 10% of the cost of a consumer good can be attributed to transportation, and the percentage relative to the consumer price can vary widely. For example, the movement of discrete, large items differs from groupings of smaller consumables. The point of origin of goods can also affect costs attributed to the mode of transportation. The fact remains that costs associated with transportation is fundamental to the overarching objective of affordability, either positive or negative. Any proposed actions such as the removal of arterial roads or loading zones and the addition of curb management will result in longer delivery times and add costs to the movement of goods, which will be passed directly on to consumers.

#### **Reducing GHG Emissions:**

A key priority for BC's commercial road transportation sector is to reduce our carbon footprint. Medium- and heavy-duty (MHD) commercial vehicles are responsible for approximately 50% of greenhouse gas (GHG) emissions from BC's road transportation sector. According to the Insurance Council of British Columbia (ICBC), in 2019 approximately 60,000 heavy-duty vehicles (>11,794 kg gross vehicle weight) and 156,000 medium heavy-duty vehicles (>4,527 kg, <11,795 kg GVW) that support goods movement were ICBC commercially insured in BC.

While significant progress has been made to reduce passenger vehicle emissions, this is not the case for MHD vehicles. GHG emissions from BC's MHD transportation sector grew by 27% over the past decade

(2007-2018), and BCTA modelling is forecasting further growth of 17.3% by 2030. The market for commercial transport is in the emergent state, with zero emission vehicle (ZEV) solutions for MHD vehicles only starting to be deployed.

As the many challenges to ZEV adoption for the trucking sector continue to be addressed, carriers are moving towards the use of larger commercial vehicles for a more efficient delivery process and to reduce their carbon footprint. However, doing this in a manner that does not unduly affect the affordability of goods that British Columbians rely on is crucial. Heavy-duty (HD) commercial vehicles—class 7 & 8 vehicles with 63,500 kg GVW— are 2.4 to 9.8 times more efficient in payload than smaller commercial vehicles. For example, a sprinter van (6,500 kg GVW) has 10.2% capacity of an HD truck. In other words, an HD commercial vehicle replaces the payload capacity of up to 9.8 sprinter vans. A straight truck with single drive axle (18,200 kg GVW) has 28.7% capacity of an HD truck, and a straight truck with a tandem drive axle (26,100 kg GVW) has 41.1% capacity of an HD truck. Transporting goods with one heavy-duty commercial vehicle and one commercial driver is more cost effective and carbon friendly than deliveries through multiple smaller commercial vehicles and drivers and will require a functional truck network with efficient arterial roads.

In order to support the Province's efforts towards achieving emission targets, BCTA continues to work with industry toward solutions to accelerate heavy-duty ZEV adoption. While significant progress has been made to reduce passenger vehicle emissions through the adoption of ZEV passenger vehicles, this is not the case for MHD vehicles. The market for commercial transport is in the emergent state, with ZEV solutions for MHD vehicles just beginning to be deployed. Cost differentials for MHD vehicles can be as much as three times that of their diesel equivalent, and operational reliability, range capacity, charging time uncertainty, refueling options remain unknown. That said, nearly all major original equipment manufacturers (OEMs) have publicly announced that MHD vehicles will be available by 2023/2024.

In alignment with BCTA core mandate and priorities, we are actively working with OEMs and carriers to actively support the adoption of low- and zero-emission vehicles in our sector. BCTA recognizes the importance for our sector to reduce our carbon footprint as we have worked diligently to produce modelling data that considers a suite of metrics to determine what level of GHG reduction our industry can achieve. Taking variables such as future population growth rates, average age of MHD vehicles, average commercial vehicle turnover rates, fuel efficiency gains associated turning MHD vehicles over, and the availability of zero and near zero-emission MHD vehicles into account, our sector's GHG emissions are expected to grow by approximately 17.3% over the next decade (2020-2030). Considering these metrics, we forecast that approximately 20% of vehicle fleets will be ZEV or lower emitting vehicles by 2040, which is consistent with BloombergNEF Global EV Outlook 2021: Commercial Vehicles.<sup>4</sup>

We recognize that we need to do more now to help bend our sector's GHG curve, which is why we have advocated for the following province-wide mandates for our sector:

- Low- and zero-emission vehicle mandate for BC's commercial road transportation sector as follows:
  - All new medium-duty vehicles (>4,527 kg, < 11,794 kg) sold in BC be zero or low emission vehicles by 2050; and

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<sup>4</sup> <https://www.bloomberg.com/professional/blog/bloombergnefs-global-ev-outlook-2021-commercial-vehicles/>

- All new heavy-duty vehicles (>11,794 kg) sold in BC be zero or low emission vehicles by 2060.
- Province-wide idle-management mandate for commercial vehicles GVW>11,794 kg that prohibits idling for longer than 5 minutes in a 60-minute period when the vehicle is stationary, subject to exemptions (e.g., weather, maintenance, power is required for the core function of its duties).

As demonstrated by this submission, BCTA's core priority is working with our sector, OEMs, and service providers to find a path forward in the fight against climate change. We welcome the opportunity to work with TransLink to support this shared goal and the development of policy levers that align with Transport 2050 core objectives of being convenient, reliable, affordable, safe & comfortable, and carbon-free.

Thank you for the opportunity to provide feedback on the Discussion Plan. Please contact me or BCTA Vice President, Cory Paterson, at [CoryP@BCtrucking.com](mailto:CoryP@BCtrucking.com) or 604-888-5319 with any questions. We look forward to discussing this further with you.

Sincerely,



Dave Earle  
President & CEO

e: [DaveE@BCtrucking.com](mailto:DaveE@BCtrucking.com)  
m: 604-787-1335

cc: Greg Kolesniak, Project Manager, Roads & Good Movement Initiative  
Saki Aono, Planner, Policy Development  
Andrew McCurran, Director, Strategic Planning & Policy  
Transport 2050, [transport2050@translink.ca](mailto:transport2050@translink.ca)



SENT VIA EMAIL

May 4, 2022

Sabrina Lau Texier  
Planner  
Translink  
400-287 Nelson's Ct.  
New Westminster, BC

Dear Ms. Lau Texier:

**Re: Fraser Health's Feedback on Translink's 2022 Investment Plan and Transport 2050 Priorities**

Fraser Health appreciates the opportunity to provide feedback on Translink's 2022 Investment Plan and Transport 2050 Priorities which lay the foundation for the implementation of Transport 2050, the 30 year strategy for the region.

Fraser Health is committed to supporting communities that provide people with the best opportunity to lead healthy lives. Access to a safe, equitable and reliable transportation system has a positive impact on the health outcomes of our residents. It can also have positive impacts for our natural environment and the fight against climate change.

We recognize that First Nations have lived on these lands since time immemorial. We applaud that Translink acknowledges they have an important role to play in advancing reconciliation. The Fraser Health region is on the traditional territories of the Coast Salish and Nlaka'pamux Nations. The region is home to approximately 62,000 Indigenous Peoples, associated with 32 First Nation communities and five Métis chartered communities (based on census data in 2016). In addition to engaging on a government to government level directly with the Nations, we encourage you to explore ways to engage with Friendship Centres and/ or other Indigenous Societies.

Overall, we endorse the objectives laid out in the Investment Plan and agree with the Transport 2050 priorities identified over the next 10 years. We believe the objectives, priorities and investment will have significant impacts in improving health. The following sections provide further information on transportation and health related topic areas.

## LOW CARBON TRANSPORTATION | CLIMATE CRISIS AND IMPACT ON HEALTH

We fully support moving to a low carbon transportation system through active transportation and increased transit service, in particular to underserved areas of Fraser Health region.

The climate and ecological crisis are increasingly recognized as the greatest threat to public health requiring urgent and focused action. In 2021 alone, the Metro Vancouver region has seen extreme weather events (heat domes, flooding, landslides, smoke events etc.) that have severe health consequences.

Forecasts predict that these events will not only become more common over time, but they will also be more intense with greater potential for damage. It is anticipated that along with these predictions, the negative health effects associated with climate change will also become more frequent and severe.

Reducing emissions and auto-dependency through increased transit service and active transportation networks will help to address climate change impacts such as the urban heat island effect. This effect means that higher temperatures occur in urban areas which can lead to heat related illness and death, as experienced last summer.

### *Recommendations:*

- Encourage more micro mobility options for first & last mile solutions
- Provide EV charging stations at park and ride areas
- Integrate green infrastructure adjacent to transportation networks to mitigate climate change impacts such as excessive storm water
- Plant trees along transportation networks to provide carbon capture and cooling effects (shade) to mitigate urban heat islands

## ACTIVE TRANSPORTATION | PEOPLE FIRST, SAFE STREETS & HEALTH

Fraser Health is especially committed to supporting the investment in transportation networks designed to prioritize active transportation, safe streets and the overall health of citizens. The integration of active transportation and safe streets infrastructure leads to a multitude of health benefits, such as increased social well-being and mental health, as well as decreased stress and the likelihood of chronic disease. While active transportation has many health benefits, there are also risks of injury and death which can be mitigated through design, such as separated bike routes.

### *Recommendations:*

- Consider giving higher priority to the cycling and walking infrastructure investment
- Undertake studies to make roads and streets safer through a people first- approach
- Prioritize pedestrian and cycling infrastructure when upgrading Translink owned roads and bridges
- Consider prioritizing investment for the TravelSmart4Kids Strategy to fund walking and bike networks to provide safe routes to schools
- Ensure active transportation connections are as safe as possible using the AAA (all ages and abilities) design model to reduce injuries and death
- Apply a safe roads and Vision Zero approach to the transportation system

- Consider universal design and better wayfinding for individuals of all ages and abilities by including mobility, tactile, audible, and visual aids (this is related to public realm enhancements) in station upgrades and at bus shelters

### ACCESS TO TRANSPORTATION | HEALTH AND SOCIAL EQUITY

We support increasing access transit service and investment in the Fraser Region, including:

- SFU gondola
- Surrey/ Langley Skytrain extension
- Rapid Bus Service on Scott Road, King George Blvd, Langley- Haney Place Connection
- Regional and Interregional express service through the Fraser Valley
- HandyDart services

We recommend applying an equity lens to this investment by prioritizing underserved and/or marginalized communities. It is also important to prioritize consideration of vulnerable populations, which includes but is not limited to the elderly, and those with disabilities and chronic health conditions. For example, having transportation infrastructure that supports an aging population, reduces the risk of falls and other travel barriers, allows seniors to be social, exercise and contribute to their community, which helps reduce depression, heart disease and increases life expectancy.

#### *Recommendations:*

- Pursue rapid bus service and bus-priority infrastructure as cost-effective ways to increase service in the region
- Incorporate the use of an equity lens throughout the plan by prioritizing transportation improvements where there may be barriers to access multi-modal transportation options (i.e. cycling for seniors)
- Consider the implications to equity when increasing fares

We appreciate the opportunity to share feedback and recommendations based on a healthy built environment perspective. If you have any questions or comments please contact Suzy Lunn, Healthy Communities Consultant at [suzy.lunn@fraserhealth.ca](mailto:suzy.lunn@fraserhealth.ca).

Sincerely,



Sandra Gill, MPH, CPHI(C)  
Manager  
Environmental Health Services & Healthy Built Environment Program  
Health Protection  
Population & Public Health  
Fraser Health

May 5, 2022

To Kevin Quinn, Chief Executive Officer, TransLink

CC Mayor Jonathan Cote, Chair, Mayors Council on Regional Transportation  
Mike Buda, Executive Director, Mayors Council on Regional Transportation  
Sarah Ross, Vice President Transportation Planning & Policy, TransLink

**Re: 2022 Investment Plan and Transport 2050: 10-Year Priorities**

Dear Mr. Quinn,

I am writing to you to express HUB Cycling's strong support for TransLink's **2022 Investment Plan and Transport 2050: 10-Year Priorities** for future investment plans.

Metro Vancouver residents are highly motivated to cycle now more than ever by surging gas prices, and issues relating to congestion, affordability, health, quality of life and the climate crisis. And technology is providing an extra boost to demand. Electric-assist bikes are now widely available and hugely popular. They are flattening the steep hills we find in some of our local cities, and facilitating longer and more reliable trips for people of a wide variety of ages and abilities.

HUB Cycling strongly supports TransLink's plans to **rapidly complete up to 75% of the Major Bikeway Network (MBN)** with traffic-separated routes to address vital regional objectives of improving walking and cycling access to transit stations and building out the Major Bikeway Network and Urban Centre bikeway networks. Only 46% of the existing Cycling Network is safe and comfortable for most people (State of Cycling, 2019). This 450km of cycling infrastructure will help #UnGapTheMap. It will allow hundreds of thousands of Metro Vancouver residents, who are interested in cycling for transportation, to feel safe doing so with a more connected and intuitive set of routes. Connecting the gaps in the Major Bikeway Network also supports TransLink's aim of making active transportation the most convenient choice for shorter trips.

We recommend that **TransLink must front-end load most of the cycling funding early in the 10-year plan**. Protected bike lanes are quicker and more affordable to build and have minimal operating requirements. Front-ended investments are wise while the larger-scale BRT system is being planned. Upfront higher investment in cycling will provide the 41% of people who want to shift to cycling (TransLink Regional Cycling Strategy, 2011), the safety and convenience to do so as soon as possible, helping relieve urgent pressures like affordability. Early investment in cycling creates first and last mile connectivity so that when the BRT and other bus improvements are complete and folks are considering habit changes, they will see they can connect right from their door, removing initial bus stop waiting times, regardless of feeder transit availability in lower density residential areas.

HUB recommends that TransLink **increase the share of Major Bikeway Network contributions up to 100% cost share with municipalities** as they have very limited funding sources. Currently,

TranLink funds only up to 75 percent of the total eligible costs of infrastructure that is comfortable for people of all ages and abilities. Municipal governments across the world are feeling challenged to develop long term plans and find funding for connected active transportation networks. The MBN has regional transportation significance beyond municipal borders and 100 % cost sharing of infrastructure development supports regional economic growth, job creation and long-term prosperity.

The **BC Parkway improvements, MBN connections and the explosion of e-bike interest tie closely into the concept of cycle highways** which are wildly successful in other parts of the world and can be here as well. HUB Cycling's comprehensive report on cycle highways, which will be published later this month, highlights the demand and benefits of cycle highways for the region of Metro Vancouver and outlines recommendations to begin the process. Similar traffic modeling on the 675km of proposed cycle highway routes in the Netherlands found improved mobility and commuters are estimated to save 3.8 million hours per year and with e-bike usage, 9.4 million hours. In Denmark, the cycle highway network is estimated to create 720,000 fewer car journeys.

We appreciate the current vision to provide 200 new bike lockers and 6 new bike parkades for underserved areas. We encourage TransLink to **provide on-demand bike lockers at all rapid bus stops and provide bike parkades at all transit stations**, so that residents don't have to wonder when and where they will be supported to bike to transit. The support will be consistent across the system. Bike parking should include charging stations for electric assist bicycles and micro mobility. It's not just about a safe ride, but also what happens at the end of it. We recommend TransLink incentivize, support and install publicly accessible cycling end of trip facilities at key destinations including secure parking, showers, lockers, change rooms, repair areas.

To avoid narrow visions of the future, we recommend that **TransLink proactively engage with diverse stakeholders** representing a range of perspectives and interests. Inclusion and participation of various equity-seeking groups, particularly marginalized voices, racialized communities, and First Nations, is also essential to address the needs, aspirations and concerns of all segments of our society. Further, engagement is vital to increase buy-in for policies and programs.

Thank you for developing this bold vision that will help create a more liveable, healthy and connected region.

Sincerely,

Jeff Leigh  
Chair, Regional Advisory Committee, HUB Cycling  
hub.rac@bikehub.ca

#### **About HUB Cycling**

HUB Cycling is a charitable organization that works to make cycling better in Metro Vancouver through education, events, research, and collaboration. We have more than 3,000 members, 40,000 direct supporters, and ten active local committees across the region. We have a Regional Advisory Committee, composed of board members at HUB Cycling, and we work in a coordinating role with 10 HUB Cycling Local Committees in Metro Vancouver, and on regional cycling issues, often with representatives of TransLink.

May 3, 2022



Mayors' Council on Regional Transportation  
400 - 287 Nelson's Court  
New Westminster, BC V3L 0E7  
BY EMAIL TO: [transport2050@translink.ca](mailto:transport2050@translink.ca)

## RE: Post-secondary Institutions' Support for Transport2050

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Transportation and transit in Metro Vancouver are critically important to the post-secondary system and the people, communities, businesses and agencies it serves.

We are Metro Vancouver's polytechnic institutes, colleges and universities, with more than a quarter of a million students, staff and faculty — a population the size of Burnaby — distributed across the Lower Mainland, and we support Transport 2050 and the 10-Year Priorities Plan. Our institutions represent an interconnected network that touches all areas of critical interest for our region, from workforce development and innovation to housing affordability and climate action. We're pleased to see an ambitious vision for the future emerge from the Transport 2050 process and the new strategy supported by a robust 10-Year Priorities Plan.

The proposed projects and transit improvements will make life better for everyone who calls Metro Vancouver home, including those who are part of the region's post-secondary system. They will help ensure students, faculty and staff can easily and sustainably reach major education, innovation and employment hubs while providing a reliable connection to neighbourhoods and learning, training and research opportunities located in niche economic areas across the region.

Regional mobility is increasingly critical for the post-secondary sector. Historical geographic silos are breaking down thanks to the rise of joint degree programs, multiple campuses, faculty and students simultaneously at multiple post-secondaries, and collaboration with research centres and other institutions.

A Kwantlen student might have classes at campuses in Surrey, Richmond, Cloverdale or Langley. An SFU or Douglas College faculty member might travel several times a week among classrooms. Or a UBC researcher might move between a campus-based lab and an industry partner in Surrey, Coquitlam or the North Shore. Beyond being integrated as a system, we are connected with employers and the broader community through:

- internships, co-op placements, and apprenticeships;
- partnerships between our institutions and business;
- joint initiatives like CityStudio Vancouver, which bring together city staff, community members, students and faculty; and,
- functioning as locations for social service delivery, such as vaccine clinics and cooling centres.

Our students, faculty and staff rely particularly heavily on transit, using the system for school, work and other aspects of their lives. With the return to in-person learning, the transit routes serving post-secondary institutions have been the first to see ridership rebound, and we expect this trend to continue as our communities return to our campuses.

Longer-term, we don't anticipate transit ridership demand abating due to remote learning and collaboration. While we successfully transitioned to remote learning and working on a grand scale in response to the pandemic, the experience has made it clear that online teaching and learning and remote collaboration and engagement can supplement and enrich face-to-face interaction — not replace. Physical campuses remain central to the post-secondary experience.

Further, we expect that reliance on transit will only grow in the coming years. Most of BC's 1,000,000 new job openings expected by 2027 will be in Metro Vancouver, with three-quarters requiring a post-secondary degree. In light of this, demand for post-secondary education, from traditional degree and diploma programs to continuing studies, will expand, and with it, demand for transportation to and from these educational experiences.

The projects proposed for implementation in the first 10 years of Transport 2050 strongly support Metro Vancouver's post-secondary network. Expansion of the major transit network, including the Burnaby Mountain Gondola, Metrotown to Park Royal rapid transit, Surrey to White Rock rapid transit and the Millennium Line UBC Extension along with Surrey-Langley-SkyTrain and the Broadway Subway, will complete the connection of the region's largest education, research and innovation hubs by rapid transit. Faster, easier transit access to and between our campuses will enable better integration and collaboration across the region's post-secondary institutions and make it easier for students to access and customize their post-secondary experience to realize their goals and ambitions.

The transit needs of our students, faculty and staff extend beyond travel to, from and between campuses. Access to affordable housing is an acute challenge for many members of our post-secondary communities. With much of the affordable housing stock located far from the campuses and hubs to which faculty, students and staff must travel, they need reliable, frequent service throughout our transit network.

In addition, the transportation habits of our post-secondary communities have a significant impact on our carbon footprint for our region. Although our faculty, students and staff are heavy transit users, limits to the regional system require many to use single-occupancy vehicles. Transitioning a larger percentage of our population to more sustainable and active modes of transportation will help reduce GHGs and remove cars from the road network.

As well as being the most sustainable choice, a robust transit network is also the most equitable one – it reduces commute times and improves the quality of life for the people we employ, educate and serve. And transit expands the range of educational and employment choices available to people from across Metro Vancouver; for many students, it can be the factor that allows them to choose post-secondary education in the first place.

The investment in local transit intensification will ensure our students, faculty, staff and partners have access to more convenient transit that connects them with experiential learning, research and engagement opportunities in all corners of the region and reaches their preferred neighbourhoods. Improved transit connectivity distributed across the region will also facilitate richer partnerships between our institutions and industry and make it easier to share our research, training, and innovation resources equally across the entire region.

We collectively express our support for Transport 2050 and the 10-Year Priorities Plan. The balance between investments that will move large numbers of people to and from key regional destinations and improvements to service that will ensure more people have easier access to transit is a strength of the new plan. We are particularly supportive of the introduction of Bus Rapid Transit technology given its potential to bring the benefits of rapid transit to more parts of the region quickly and affordably. As you finalize the Transport 2050: 10-Year Priorities Plan and begin to advocate for senior government funding required to implement the plan, we invite you to call on our collective voice to support your efforts. We also invite you to partner with us on research and have our institutions act as testbeds for the region as you introduce new technologies and systems.

We look forward to working with you to build a transit and active transportation network that supports our communities.

## Partners



Kathy Kinloch  
President  
British Columbia Institute  
of Technology



Paul Dangerfield  
President  
Capilano University



Dr. Kathy Denton  
President and CEO  
Douglas College



Dr. Gillian Siddall  
President and Vice-Chancellor  
Emily Carr University of  
Art and Design



Alan Davis, PhD  
President and Vice-Chancellor  
Kwantlen Polytechnic University



Yusuf Varachia  
President and CEO (Acting)  
Langara College



Joy Johnson  
President and Vice-Chancellor  
Simon Fraser University



Santa J. Ono  
President and Vice-Chancellor  
University of British Columbia



Ajay Patel  
President and CEO  
Vancouver Community College

May 2, 2022

Kevin Quinn  
Chief Executive Officer  
TransLink  
400-287 Nelson's Ct.  
New Westminster, BC V3L 0E7

Dear Mr. Quinn:

***Re: 2022 Investment Plan and Transport 2050 10-Year Priorities***

I would like to thank you again for updating the membership of the Urban Development (UDI) on April 20<sup>th</sup> about TransLink's COVID-19 recovery as well as its *2022 Investment Plan and Transport 2050 10-Year Priorities*. Since our discussion, we have reviewed both documents and are generally supportive of the direction TransLink and the Mayors' Council on Regional Transportation are taking; although we have a number of comments regarding the proposals.

**Bus Rapid Transit (BRT)**

While UDI recognizes many of the benefits of BRT, such as its much lower capital costs and ability to allow rapid transit to be quickly deployed in the Region, we were concerned about the focus on BRT for several reasons:

- The quick deployment relies on municipal partners championing it, which may prove difficult in some communities where current road space would have to be reallocated;
- Higher operating costs and the question of whether we will have enough bus drivers in the future due to our ongoing labour shortage;
- We are uncertain about the ability of BRT to attract new investment, as our members are more likely to build near areas where the public sector has made substantial capital investments such as the current and expanding SkyTrain network;
- The potential that BRT can be value engineered to the point where the lines become more like RapidBus services; and
- The commitment to substantial new rail investments in other Canadian cities such as Montreal, Toronto, Quebec City, Ottawa, Calgary, and Edmonton.

However, UDI is supportive of the approach taken by TransLink, if the implementation issues identified above are addressed, because of the flexibility of the proposal. As you noted in our April 20<sup>th</sup> discussion, some of the BRT routes could eventually become SkyTrain lines if ridership warrants it. This is also outlined in the *10-Year Priorities*, as the Burnaby to North Shore line; the Lougheed Highway line to Port Coquitlam; and the line along King George in Surrey may begin as improved bus services, but TransLink is

also studying how grade-separated transit options could be provided in those areas. Certainly, RapidBus routes have or will become SkyTrain lines (e.g., the Broadway extension of the Millennium Line).

One approach that local governments, the Province and TransLink may wish to explore is making the *Supportive Policy Agreements* (SPAs) more robust with mandated housing targets around stations that apply to future Councils. If these were in place, senior governments may also be prepared to fund new rail rapid transit routes, such as the Metrotown to Park Royal line, sooner.

## **Funding**

TransLink outlines several funding concerns in the *Investment Plan* that need to be taken seriously – specifically the future of the fuel sales tax that will decline as a percentage of TransLink's operating income from 24% today to 14% by 2031. It will drop further as Electric Vehicle (EV) sales increase due to higher gas prices and government regulations mandate EVs. We need to replace the fuel sales tax soon (likely with some form of mobility pricing), and we encourage the Region and the Province to address the issue as soon as possible.

We believe that revenues from fares would increase over time if more development near TransLink's lines and routes were allowed, as this would increase ridership and consequently generate revenue growth. As many have noted, the best transportation plan is a great land-use plan. This is why UDI has long advocated for the implementation of housing and growth targets around transit stations. This issue will become even more critical as the Federal Government in *Budget 2022* is signaling that their infrastructure investments and the transit funding that TransLink relies on could be linked to the increased delivery of new housing.

We are pleased that TransLink is reviewing how best to monetize its real estate assets, which would not only directly increase revenues, but also indirectly increase them as development near stations will spur more ridership and fare revenue growth. Many of our members would be pleased to work with TransLink on joint ventures. UDI would encourage TransLink to look at all its potential real estate assets – including allowing potential projects in rights-of-way – or above stations – to increase the anticipated revenues beyond the current projected \$10 million during the 2022 to 2031 period. In addition, we would encourage local governments to reduce Density Bonusing and Community Amenity Contributions on TransLink sites if the revenues are spent on transportation projects in their communities. This could be addressed in the robust SPAs noted above.

TransLink also notes that it is looking at “... *a new funding model with partner contributions and capturing the increase in land values ...*,” for the Millennium Line UBC Extension. However, the land value capture (LVC) mechanism is not specified. UDI is not opposed to LVC as there are ways that it can be implemented, which can benefit landowners, builders, local communities, and TransLink. However, how LVC is implemented will be critical, so we ask that TransLink consult with UDI and the broader development community before the LVC mechanism is designed for the UBC Extension. Combined with SPAs, this model could be applied to offset some of the costs of future grade-separated transit lines while increasing housing supply.

### ***Reconciliation Action Plan***

UDI is pleased that a *TransLink Reconciliation Action Plan* is being developed that will ensure indigenous perspectives inform future transportation decision-making. This is critical to begin the process of moving forward and overcoming past wrongs. However, it is also important because First Nations will be the largest developers in British Columbia. In managing the Region's transportation needs, TransLink needs to find ways to better connect First Nation projects, as well as reserve lands, to our road network and transit system.

Thank you again for your thoughtful presentation. UDI looks forward to working with you and TransLink on the implementation of the *2022 Investment Plan* and *Transport 2050 10-Year Priorities*. If you have any questions about our comments, please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Anne McMullin', with a stylized flourish at the end.

Anne McMullin  
President & CEO, Urban Development Institute

**From:** Chow, Laura [VCH]

**Sent:** Tuesday, April 26, 2022 1:42 PM

**To:** 'Lau Texier, Sabrina' <[sabrina.lautexier@translink.ca](mailto:sabrina.lautexier@translink.ca)>

**Cc:** Ferrari, Drew <[Drew.Ferrari@Translink.ca](mailto:Drew.Ferrari@Translink.ca)>; Johnston, Megan <[Megan.Johnston@Translink.ca](mailto:Megan.Johnston@Translink.ca)>

**Subject:** RE: TransLink 10 year Investment Strategy?

Hi Sabrina,

Thanks for allowing us the opportunity to provide comment and insight to the Investment Strategy! There's a lot of really wonderful work planned and it'd be really great if money and funding didn't get in the way! We're really pleased to see that continued prioritization of greenhouse gas emission reductions, continued investments in active transportation infrastructure, and prioritization of service delivery to Indigenous communities.

We've noted a few comments below for you and your team to consider as this strategy moves forward:

## **FINANCING & INVESTMENT**

- **Equity**

- Though we support and recognize the need for increased funding for public transit, we note that there are only subsidy programs for seniors, persons with disabilities (BC Bus program), post-secondary students (UPass program), and children 12 and under (All Aboard). Though minimum wage has increased substantially between 2017 and 2022, we caution the disproportional impact that an increase in transit fees have on individuals earning less than median income and are more likely to be dependent on transit as their main transportation mode.

We encourage and advocate for TransLink to work with the Province to identify additional funding options for populations who are likely to be disproportionately impacted by these fare increases.

## **PRIORITIES**

- Great ideas overall - really excited to see how this comes along. Suggestion for TransLink to explore installation of universal washrooms only in the six stations as this may reduce floorplate requirements and could be cheaper operationally?
- We note very explicit actions proposed to address equity in the investments. We stress the need to continue to address equity in the delivery of the priorities. For example, providing information to the customer in multiple languages and a translatable website would make TransLink services easier to access for non-English speaking users.

## **OTHER**

- P 61 - is there a typo for Maple Ridge / Pitt Meadows bus annual service hours increase? (it says 390%, but that the Southeast sector had the largest increase in hours at 220%)

I'm continuing to work with our teams here at VCH to establish our next steps for this work. Please let me know if there are any questions with our above comments.

Thanks,

**Laura Chow** | Senior Planner, Healthy Environments

she/her/hers

*Master's of Community and Regional Planning – MCRP*

*Certificate in Public Health Inspection (Canada) – CPHI (C)*

**email:** [laura.chow@vch.ca](mailto:laura.chow@vch.ca)

Health Protection | Vancouver Coastal Health

1200-601 West Broadway | Vancouver, BC V5Z 4C2

PHONE: [REDACTED] | FAX: [REDACTED]

[http://www.vch.ca/your\\_environment](http://www.vch.ca/your_environment)

*I recognize that my places of work and Vancouver Coastal facilities lie on the traditional homelands of the fourteen First Nation communities of Heiltsuk, Kitasoo-Xai'xais, Lil'wat, Musqueam, N'Quatqua, Nuxalk, Samahquam, Sechelt, Skatin, Squamish, Tla'amin, Tsleil-Waututh, Wuikinuxv, and Xa'xtsa.*



May 5, 2022

Mayor Jonathan X. Côté  
Chair, Mayors' Council on Regional Transportation  
400 - 287 Nelson's Court  
New Westminster, BC V3L 0E7

Via email: [MayorsCouncil@Translink.ca](mailto:MayorsCouncil@Translink.ca)

Dear Chair Côté and Members of the Mayors' Council on Regional Transportation:

I want to take this opportunity to thank you for your leadership in advancing transit solutions that support our rapidly growing and changing region and to express UBC's support for the bold vision presented in Transport 2050 and the draft 10-year priorities. Intensifying the existing transit network, delivering new rapid transit connections, and making roads safer for walking, biking and rolling will improve lives across the region.

As BC's third largest employer and with a daytime campus population of more than 80,000 people, UBC has a vested interest in improvements to the regional transit system, including projects that directly serve the Point Grey campus as well as other service improvements and expansions throughout the region. It is encouraging to see the UBC Extension named in the Transport 2050 Reliable and Fast Transit Network concept and confirmed in the draft 10-year priorities as well. Together with other much needed improvements across Metro Vancouver, the UBC Extension supports affordability, sustainability and economic growth for the region and will solve significant transportation challenges, including those experienced along the Broadway corridor to UBC.

Along with the City of Vancouver and the Musqueam, Squamish and Tsleil Waututh First Nations (MST), UBC has been a vocal advocate for the UBC Extension. Last spring, UBC, the City of Vancouver and the MST Development Corporation sent a letter of intent to the Province confirming we are prepared to fund the regional share of the cost of the business case, with the federal and provincial governments having commitment to fund the remainder. We look forward to continuing to work with the city and MST Development Corporation, as well as Mayors' Council, TransLink and the federal and provincial governments to advance discussions regarding funding for the UBC Extension business case and capital costs.

As work on the Arbutus to UBC SkyTrain Design Development and Benefit-Cost Study nears its conclusion, I am writing to re-iterate UBC's commitment to the project as one of the potential funding sponsors. In 2018, the UBC Board of Governors approved, in principle, a financial contribution towards the regional share of a rapid transit extension to accelerate its completion to the campus, provided the



contribution does not affect funding for UBC's academic mission. UBC remains committed to a financial contribution shared between regional partners and has been exploring potential sources for it, including from revenue enabled by rapid transit, such as land value capture.

A key factor in the Board's endorsement of a financial contribution was that the extension be completed on an accelerated basis, such that construction extends seamlessly from the current Broadway Subway Project. Through discussions with Infrastructure BC, it is our understanding that if planning work continues without delay, a continuous build resulting in project completion by 2030 is still feasible.

Through our recently launched Campus Vision 2050 planning and engagement process, UBC is preparing for the arrival of SkyTrain on campus to ensure it integrates with the campus environment and enables a sustainable, transit-oriented community. The linkage between transit and housing affordability is undeniable and increasingly foundational to government policy in this area. UBC's role in addressing the housing affordability crisis in Metro Vancouver is a major theme in our campus planning work. There is strong support for UBC pursuing innovative and sustainable housing solutions, including building more student, workforce and rental housing, as well as market and non-market housing. The amount and type of new residential development on campus will be determined through the planning process, will include broad engagement with the community and Musqueam, and will require provincial approval of changes to UBC's Land Use Plan.

As we plan for the future of the Vancouver campus, we are also considering UBC's overall presence in the region, including UBC expansion in Surrey. We look forward to launching engagement activities with local First Nations, the City of Surrey, Fraser Health, First Nations Health Authority and regional partners to explore the many exciting possibilities that this new project holds for communities south of the Fraser and for the university. It is important to note that the Surrey site will expand UBC's programming in the region and is not meant to replace programs from either the Kelowna or Vancouver campuses. As such, we anticipate net new transit ridership between campuses and throughout the region, further increasing the need for improvements to the regional transit network, including the UBC Extension.

I look forward to continuing to work with TransLink and all partners to advance the UBC Extension project as quickly as possible.

Best wishes,

A handwritten signature in blue ink, reading 'Santa J. Ono'.

Santa J. Ono  
President and Vice-Chancellor

Cc: Hon. George Heyman, Minister of Environment and Climate Change  
Hon. Rob Fleming, Minister of Transportation and Infrastructure  
Hon. Bowinn Ma, Minister of State for Infrastructure  
Hon. David Eby, Attorney General and Minister Responsible for Housing  
His Worship Kennedy Stewart, Mayor of Vancouver  
Kaye Krishna, Deputy Minister, Ministry of Transportation and Infrastructure  
Sarah Ross, Vice President of Planning, TransLink  
David Negrin, CEO, MST Development Corporation