



PUBLIC MEETING AGENDA

Revised: December 11, 2018

December 13, 2018, 9:00AM to 11:15AM

TransLink, Room 427/428, 400 – 287 Nelson’s Court, New Westminster, BC

Chair: Mayor Jonathan X. Coté **Vice-Chair:** Mayor Jack Froese

Note that times for each agenda item are estimates only. This meeting will be livestreamed and available afterwards on TransLink’s on [Periscope](#) and [Facebook](#) pages.

9:00AM	1. PRELIMINARY MATTERS	
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	1.2. Oath of office (Director LeBlanc)	2
	1.3. Approval of Minutes (November 15, 2018)	3
Time added:	Updated report:	
9:10AM	2. PUBLIC DELEGATES	15
10:00AM	3. REPORT OF THE CHAIR AND VICE-CHAIR	
	3.1. 2019 Work Plan	21
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10:20AM	4. REPORT OF TRANSLINK MANAGEMENT	
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11:15AM	5. ADJOURN to closed meeting	



**MAYORS'
COUNCIL**
On Regional Transportation

OATH OF OFFICE

I, Justin LeBlanc

Do swear/solemnly affirm that:

1. I will truly, faithfully and impartially, to the best of my knowledge, skills and ability, execute the office of member of the Mayors' Council on Regional Transportation.
2. I will, when exercising my powers and duties under the *South Coast British Columbia Transportation Authority Act* as a member of the Mayors' Council on Regional Transportation, consider the interests of the transportation service region as a whole.

Sworn/affirmed by me,

At New Westminster, British Columbia

On December 13, 2018

Justin LeBlanc, Director, Metro Vancouver Electoral Area A

(Signature of person administering oath)

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

Minutes of the Public Meeting of the Mayors' Council on Regional Transportation (Mayors' Council) held Thursday, November 15, 2018 at 9:00 a.m. in Rooms 427/428, TransLink Head Office, 400 – 287 Nelson's Court, New Westminster, BC.

PRESENT:

Mayor Jonathan Coté, New Westminster,
Incoming Chair
Mayor Jack Froese, Langley Township, Incoming
Vice Chair
Mayor Neil Belenkie, Belcarra
Mayor Mary-Ann Booth, West Vancouver
Mayor Malcolm Brodie, Richmond
Mayor Linda Buchanan, North Vancouver City
Mayor Bill Dingwall, Pitt Meadows
Director Maria Harris, Electoral Area A
Mayor George Harvie, Delta (departed 12:54
p.m.)
Mayor Mike Hurley, Burnaby
Mayor Mike Little, North Vancouver District

Mayor Doug McCallum, Surrey
Mayor John McEwen, Anmore
Mayor Ron McLaughlin, Lions Bay
Mayor Mike Morden, Maple Ridge
Mayor Kennedy Stewart, Vancouver (arrived
9:07 a.m.)
Mayor Richard Stewart, Coquitlam
Mayor Rob Vagramov, Port Moody (arrived 9:19
a.m., departed 12:51 p.m.)
Mayor Val van den Broek, Langley City
Mayor Darryl Walker, White Rock
Mayor Brad West, Port Coquitlam
Chief Bryce Williams, Tsawwassen First
Nation (departed 12:51 p.m.)

REGRETS:

Mayor Gary Ander, Bowen Island

ALSO PRESENT:

Mike Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat
Geoff Cross, Vice-President, Transportation Planning and Policy, TransLink
Kevin Desmond, Chief Executive Officer, TransLink
Director-elect Justin LeBlanc, Electoral Area A

PREPARATION OF MINUTES:

Rae Ratslef, Recording Secretary, Raincoast Ventures Ltd.

1. OATHS OF OFFICE BY NEW MEMBERS

1.1. Call to Order

Mike Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat, called the meeting to order at 9:00 a.m. and acknowledged that the meeting was being held on the traditional territory of the Qayqayt First Nation, and the Coast Salish peoples.
Mayor Kennedy Stewart arrived at the meeting at 9:07 a.m.

Sxwchálten ly Xelsilem, Dustin Rivers, representative of the Squamish First Nation, offered opening comments in his language, and discussed the importance of unity, shared goals, and objectives.

1.2. Swearing-in Ceremony

Item 1.2 – ANNEX – Mayors’ Council on Regional Transportation Oath of Office.

Mr. Buda indicated that new members would be sworn in. As indicated on the agenda, Electoral A Director-elect Justin LeBlanc would assume office on November 16, 2018 once sworn in at Metro Vancouver’s inaugural Board meeting.

Mayor Vagramov arrived at the meeting at 9:19 a.m.

Mr. Buda called each of the new members forward in turn to declare and sign their Oath of Office, and acknowledged that returning members would have signed their Oath in a prior year.

2. ELECTION OF INTERIM CHAIR AND VICE-CHAIR

It was MOVED and SECONDED

That the Mayors’ Council on Regional Transportation appoint Mike Buda, Executive Director, Mayors’ Council on Regional Transportation Secretariat, to chair Agenda Item 2 in its entirety.

CARRIED

It was MOVED and SECONDED

That the election for the positions of Mayors’ Council on Regional Transportation Chair and Vice Chair be for the remainder of the 2018 term, and for the 2019 term.

CARRIED

Office of the Chair

Mr. Buda called for nominations for the office of the Chair.

Mayor Côté was nominated, and consented to the nomination.

Mr. Buda called a second and third time for nominations. There being no further nominations, he called for a motion to close nominations.

It was MOVED and SECONDED

That nominations for the office of the Chair for the Mayors’ Council on Regional Transportation be now closed.

CARRIED

Mr. Buda declared Mayor Coté as having been elected by acclamation to the office of Chair.

Office of Vice Chair

Mr. Buda called for nominations for the office of Vice Chair.

Mayor Froese was nominated for the office, and consented to the nomination.

Mr. Buda called a second and third time for nominations for the office of Vice Chair. There being no further nominations, he called for a motion to close nominations.

It was MOVED and SECONDED

That the nominations for the office of Vice Chair of the Mayors' Council on Regional Transportation Vice Chair be now closed.

CARRIED

Mr. Buda declared Mayor Froese as having been elected by acclamation to the office of Vice Chair.

Mr. Buda turned over the meeting to Chair Coté.

3. PRELIMINARY MATTERS

3.1 Adoption of the Agenda

Draft Agenda for the November 15, 2018 Public Meeting of the Mayors' Council on Regional Transportation, version dated November 14, 2018, was provided with the agenda material.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation adopts the agenda for its Public meeting scheduled November 15, 2018, version dated November 14, 2018, with amendment to consider Item 7 prior to Item 3.

CARRIED

3.2 Adoption of the Minutes

Draft Minutes of the September 21, 2018 Public Meeting of the Mayors' Council on Regional Transportation was provided with the agenda material.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation adopts the minutes of its Public meeting held September 21, 2018, as circulated.

CARRIED

7. PUBLIC DELEGATES

Report dated November 14, 2018, from Mike Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat, regarding "Item 7 – Public Delegates", was provided with the agenda material.

Imitaz Popat, Save Green Timbers Urban Forest Alliance, spoke against SkyTrain through Green Timbers Forest on Fraser Highway given concerns about potential damage to the forest ecology, and also noise concerns. He urged that an environmental impact study be conducted, and that other options be considered.

Adrian Crook, Abundant Transit BC (ATBC), commented that transportation decisions will shape

the region for generations, and should be evaluated through the lens of delivering sustainable cities. He suggested need to reframe the question “How do we pay for it?” to “How do we pay for it if we do not?”, and looked forward to abundant sustainable transportation for our region.

Brad Cavanagh, resident of the City of New Westminster, spoke on the benefits of free transit for kids, wheelchair accessible bus stops, and comfortable bus shelters. He referenced a Coast Mountain Bus Company program, which cost-shares the expense of making bus stops accessible; and encouraged introduction of a funding program to cost-share improvements to bus shelters, to make transit more appealing and comfortable.

Dr. Greg Thomas, immediate past-Chair of the Surrey Board of Trade, Abbotsford Airport Board Director, and resident and employer in the City of Surrey, spoke in support of the Mayors’ Council 10-Year Vision. He noted the need for a transit system that connects east-west and north-south Surrey, and supported LRT to meet this need. He urged supporting LRT in Phase One, and considering SkyTrain in Phase Two, if the citizens of Surrey so decide.

Anita Huberman, Chief Executive Officer, Surrey Board of Trade, indicated that the Board supports LRT to make Surrey the destination for transit users, by connecting Surrey’s town centres. The Board aims to create art and culture hubs that inspire liveability, and recognizes that one-third of Surrey’s population is under 19 years of age and relies on transit. The Mayors’ Plan has been approved, including Phase One with the SNG LRT. The possibility to do SkyTrain in Phase Two was noted. If the Plan is changed at this point, Surrey will have to wait for much needed transportation improvements. As well, funding from all levels of government has already approved, and expended on the SNG LRT.

Daryl Dela Cruz, Chair, SkyTrain for Surrey (SFS), indicated that SFS has been contributing to the discussion on the future of Surrey and supports Surrey Council’s resolution on the extension of SkyTrain and the suspension of the SNG LRT. He referenced feedback from Surrey residents about street level LRT, suggesting that it would offer questionable benefits for Surrey and few benefits outside of Surrey. Proposed SkyTrain integrates with the regional system and has benefits for people around the region. He urged support of Surrey’s resolution.

As not all registered delegates had arrived at the meeting by this point, consideration of this item resumed later in the meeting, following Item 6.

4. REPORT OF TRANSLINK MANAGEMENT

4.1 CEO’S Report

Presentation titled “TransLink Management Report” was provided with the agenda material.

Kevin Desmond, Chief Executive Officer, TransLink, reviewed the distributed and projected presentation. He discussed the increase in ridership and boardings over the last three years, demonstrating demand for more and better options; and spoke on TransLink’s responsibilities to deliver the Mayors’ Council Plan, maintain the system in a state of good repair, and improve the customer experience.

In response to a query, Mr. Desmond discussed TransLink’s staff complement, customer service focus, and staff morale.

It was MOVED and SECONDED

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

CARRIED

5. REPORT OF THE EXECUTIVE DIRECTOR

5.1 Proposed 2019 Work Plan

Report dated November 9, 2018, from Mike Buda, Executive Director, Mayors' Council Secretariat, regarding "Item 5.1 – Proposed Mayors' Council 2019 Work Plan" was provided with the agenda material.

Mike Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat, referred to the distributed report and the attached and projected presentation titled "Report of the Executive Director – Item 5.1. – Proposed 2019 Work Plan". He highlighted achievements to date and plans for continuing the momentum to finalize regional planning, and secure funding. Additional work plan priorities relating to governance and transition of new members, and the intention to provide a final work plan at the next meeting, were noted.

Discussion ensued on:

- Role of the Mayors' Council to provide guidance to Federal and Provincial governments
- Interest in the status of planning for the George Massey Bridge
- Rationale for the motion's reference to the Burnaby Mountain Gondola
- Interest in the status of work on mobility pricing
- Business cases on specific projects are not completed until they appear in the plan or are directed by the Mayors' Council
- The Regional Transportation Strategy (RTS) process will be an iterative process to identify priorities that go beyond the Vision and will inform a lot of this work
- The Mayors' Council orientation will include an overview of business planning tools and TransLink's transportation and systems planning models.

Action (01): Staff to report back at the next meeting with a backgrounder on the status of the George Massey Bridge planning, and the Highway 99 corridor.

Action (02): Staff to report back at the next meeting with a fulsome report on the follow up to the Mobility Pricing Independent Commission report.

Main Motion

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation:

1. Develop a final 2019 Work Plan and Budget for consideration at the December 13, 2018 meeting, with the following key elements:
 - a) Secure new senior government funding for all remaining projects in the 10-Year Vision that are currently unfunded:
 - Phase Three Plan projects, including the completion of South of Fraser rapid transit, five more B-Lines, the Burnaby Mountain Gondola, a 7% increase in bus service and

- 8% increase in HandyDART, additional West Coast Express cars, upgrades to transit exchanges and Canada Line and SkyTrain stations, and regional road, walking and cycling infrastructure; and
- Complete a rail connection from the Broadway Subway station at Arbutus, to the University of British Columbia;
- b) Initiate development of the Phase Three Plan of the 10-Year Vision;
 - c) Update the Regional Transportation Strategy;
 - d) Step up engagement with the Province of BC on priority issues, including the Phase Three Plan, RTS update, ride-hailing legislation, HandyDART, fare discounts and funding support for the remaining projects in the 10-Vision;
 - e) Fulfill governance responsibilities, including a review of TransLink’s governing legislation;
2. Develop a Federal Election Outreach and Engagement Strategy for consideration at the December 13, 2018 meeting, designed to secure commitments from all major federal parties to support the region’s remaining unfunded transportation priorities in the 10-Year Vision and those to be identified in the RTS update process; and
 3. Receive this report.

Amendment to the Main Motion

It was MOVED and SECONDED

That the Main Motion be amended as follows:

- Part 1(a), Bullet 2, replace “Complete a” with “Planning for a”
- Part 1, add (f), “Plan for mobility pricing;”
- Part 1, add (g), “Work with the Ministry of Transportation and Infrastructure on the improvement project for the Massey Tunnel;”.

DIVIDED

Amendment 1 to the Main Motion

It was MOVED and SECONDED

That Part 1(a), Bullet 2 of the Main Motion be amended to replace “Complete” with “Plan for”.

DEFEATED

A friendly amendment to proposed Amendment 2 was accepted to replace “Plan” with “Further evaluate”.

Amendment 2 to the Main Motion

It was MOVED and SECONDED

That the Main Motion be amended to add Part 1(f), “Further evaluate mobility pricing;”.

CARRIED

Amendment 3 to the Main Motion
It was MOVED and SECONDED

That the Main Motion be amended to add Part 1(g), “Work with the Ministry of Transportation and Infrastructure on the improvement project for the Massey Tunnel;”.

CARRIED

Main Motion as Amended

Question was then called on the Main Motion as amended to read:

That the Mayors’ Council on Regional Transportation:

1. Develop a final 2019 Work Plan and Budget for consideration at the December 13, 2018 meeting, with the following key elements:
 - a) Secure new senior government funding for all remaining projects in the 10-Year Vision that are currently unfunded:
 - Phase Three Plan projects, including the completion of South of Fraser rapid transit, five more B-Lines, the Burnaby Mountain Gondola, a 7% increase in bus service and 8% increase in HandyDART, additional West Coast Express cars, upgrades to transit exchanges and Canada Line and SkyTrain stations, and regional road, walking and cycling infrastructure; and,
 - Complete a rail connection from the Broadway Subway station at Arbutus, to the University of British Columbia;
 - b) Initiate development of the Phase Three Plan of the 10-Year Vision;
 - c) Update the Regional Transportation Strategy;
 - d) Step up engagement with the Province of BC on priority issues, including the Phase Three Plan, RTS update, ride-hailing legislation, HandyDART, fare discounts and funding support for the remaining projects in the 10-Vision;
 - e) Fulfill governance responsibilities, including a review of TransLink’s governing legislation;
 - f) Further evaluate mobility pricing;
 - g) Work with the Ministry of Transportation and Infrastructure on the improvement project for the Massey Tunnel;
2. Develop a Federal Election Outreach and Engagement Strategy for consideration at the December 13, 2018 meeting, designed to secure commitments from all major federal parties to support the region’s remaining unfunded transportation priorities in the 10-Year Vision and those to be identified in the RTS update process; and
3. Receive this report.

CARRIED

6. REPORT ON 10-YEAR VISION

6.1 South of Fraser Rapid Transit

Report dated November 9, 2018, from Geoff Cross, Vice-President, Transportation Planning and Policy, TransLink, regarding “Item 6.1 – South of Fraser Rapid Transit” was provided with the agenda material.

Mr. Desmond introduced the distributed report, in response to a City of Surrey request to cancel a planned Light Rapid Transit (LRT) project connecting Surrey Central with Guildford and Newton (SNG LRT), and to redirect approved funding from the LRT project to a SkyTrain extension along Fraser Highways towards Langley City.

Geoff Cross, Vice-President, Transportation Planning and Policy, TransLink, reviewed the distributed and projected presentation titled "Item 6.1 – South of Fraser Rapid Transit – Management Report to Mayors' Council". He highlighted:

- Strategy Background from the 2012 Surrey Rapid Transit Study to the 2014 Mayors' Council LRT Decision and 10-Year Vision
- South of the Fraser Rapid Transit: Shortlist of Alternatives Considered relating to LRT, SkyTrain and Bus Rapid Transit (BRT)
- Map illustrating South of Fraser Rapid Transit in the 10-Year Vision
- Status of SNG LRT Project in terms of funding approved and work completed to date
- Expenditures on SNG LRT Project from 2015 to date
- Existing funding approvals and allocations relating to the approved Phase Two and future (not yet funded) Phase Three plans
- Status of SNG LRT planning and implications of cancelling or suspending the SNG LRT Project
- Options for next steps and key considerations relating to approval processes, senior government business cases, and major project development practices
- Questions to be addressed to complete business cases and investment plans to refresh the South of Fraser Rapid Transit Strategy (SFRTS)
- Pros and Cons of options, and proposed recommendation to proceed with Option 2.

In response to questions, Mr. Desmond and Mr. Cross discussed:

- Related discussion at the meeting of the TransLink Board the prior week
- Need to continue to project to Surrey and Langley that there will be an integrated approach
- The three options take into consideration Surrey Council's action
- Interest to reflect to the public that TransLink will shift gears as quickly as possible to start planning for a different technology on Fraser Highway
- Need to develop a business case to the government on SkyTrain instead of SNG LRT
- Next steps, including preparation of a staff report with more detailed plans.

Discussion ensued on:

- Background on decisions around Canada Line in Richmond
- Responsibility for costs incurred for a change in direction at this point
- Recognition of the funds that have been expended to plan for SNG LRT
- Interest in the same depth of analysis to change to SkyTrain as was done for the SNG LRT
- Cost implications and timing for the delivery of SkyTrain
- Implications of this change to land use and the Regional Growth Strategy
- How this might affect other components of the 10-Year Vision
- Support to suspend the SNG LRT given Surrey's position
- Consultations in Surrey to develop the election campaign for the current Council
- Surrey's interest to be a partner in transportation in the region and support the 10-Year Plan
- Examples of how in the past TransLink has responded to the needs of each of its cities
- TransLink's consultation on SkyTrain for Surrey

- Surrey Council's support for the proposed recommendation in the staff report
- Need to move forward without delays, particularly given the costs of a delay
- Governments are guided by but are not bound by the decisions of prior governments
- Significance of unanimously adopting the Mayors' Council workplan
- Respect for the voice of the citizens of each of the cities of this region
- Need for buses to accommodate substantive growth in White Rock
- Background on the decision that led to the move from LRT to SkyTrain for Coquitlam
- Interest in more information on the business case for SkyTrain
- Suggestion to defer consideration for one month pending analysis of information
- Need for transit investments to focus on solving regional issues, rather than delivery technology preferences
- Issues on the North Shore relative to congestion, which are impacting the region as a whole and causing pressure locally
- Need for further information, context and analysis dealing with this change request
- Recognition of process followed to deal with Vancouver's preference for undergrounding the Millennium Line Broadway Extension (MLBE), and Vancouver's contribution to costs
- Case that Surrey has made that the funding that has been allocated for SNG LRT should remain South of the Fraser River.

The Chair opted to divide the question and asked for consideration of Parts 1 and 2 of the recommendation in the report.

Main Motion

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation:

1. Endorse TransLink's decision to suspend the Surrey-Newton-Guildford Project, stopping all expenditures of money and resources on the project, based on the request from the City of Surrey; and
2. Use the 10-Year Vision as the basis for South of Fraser rapid transit planning, recognizing the City of Surrey request to change the technology and timing of the Fraser Highway project from LRT to SkyTrain, and draw only on the available funding currently allocated for South of Fraser rapid transit in the Phase Two Plan, and the financial framework for the Phase Three Plan.

Amendment to the Main Motion

It was MOVED and SECONDED

That Part 1 of the Main Motion be amended to read:

Endorse the TransLink Board's decision to suspend the Surrey-Newton-Guildford (SNG) Project, stopping all expenditures of money and resources on the project, based on the request from the City of Surrey and asking staff for a detailed analysis of the commitments made to date for the SNG Line and comments regarding options for payment.

Request for a Weighted Vote

It was requested that the amendment be considered by weighted vote.

Mr. Buda advised the rules on calling weighted votes are not specific on amendments, and that it was up to the will of the body whether or not the amendment could be weighted.

Question on the Amendment

Rather than proceed to a weighted vote, question on Amendment 1 as put was reconsidered and it was

DEFEATED

Question on the Main Motion

Question was then called on the Main Motion as originally put:

That the Mayors' Council on Regional Transportation:

1. Endorse TransLink's decision to suspend the Surrey-Newton-Guildford Project, stopping all expenditures of money and resources on the project, based on the request from the City of Surrey; and
2. Use the 10-Year Vision as the basis for South of Fraser rapid transit planning, recognizing the City of Surrey request to change the technology and timing of the Fraser Highway project from LRT to SkyTrain, and draw only on the available funding currently allocated for South of Fraser rapid transit in the Phase Two Plan, and the financial framework for the Phase Three Plan.

CARRIED

The Mayors' Council considered Parts 3 and 4 of the recommendation in the report.

Discussion ensued on:

- Opposition to move to planning, consultation, design and procurement readiness without similar consideration and depth of analysis that occurred for the current Plan
- Clarification that the intent of the Main Motion is for staff to report back with more fulsome information
- Suggestion that work done to plan for and build the Evergreen Line could be applied to the extension of SkyTrain east along Fraser Highway
- Surrey supports moving forward with the extension of SkyTrain immediately
- Clarification that "Option 2" in the Main Motion is explained in full in the report
- Need to honour process for making informed decisions, and to respect Surrey's wishes
- Accountability of the Mayors' Council to the citizens of the region
- Concern about making a decision without an understanding of the budget implications.

Main Motion
It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation:

3. Request the additional analysis and a work plan on "Option 2" in this report, for consideration at the December 13, 2018 meeting of the Mayors' Council to:
 - a) Start immediately with planning, consultation, design and procurement readiness works for the SkyTrain on Fraser Highway project, building on the 2017 SkyTrain design study; and concurrently to,
 - b) Initiate a planning process to refresh the South of Fraser transit strategy; and
4. Receive this report.

Amendment 1 to the Main Motion
It was MOVED and SECONDED

That the Main Motion be amended to replace Part 3 with the following:

3. Request the additional analysis and a work plan on "Option 2" in this report for consideration at a future meeting of the Mayors Council including:
 - a) Business plan for the proposed SkyTrain line and funding implications including contributions from Surrey similar to the Broadway subway line in Vancouver;
 - b) Calculation of the additional costs incurred with changes to the plan;
 - c) Revised timing for delivery of the SkyTrain line and potential effects as the result of the delay;
 - d) Future transportation options for the SNG line and corridor;
 - e) What are the changes to land use and settlement patterns with proposed change and their effects including the effect on the Regional Growth Strategy;
 - f) Consultation plan on the proposed changes;
 - g) Answers to questions posed on pages 31/32 of the staff report.

Point of Order

In response to a Point of Order, the Chair ruled that Amendment 1 was a significant departure from the Main Motion; and as such, in order for it to be considered, the Main Motion would have to have first been considered and defeated.

Question on Amendment 1 to the Main Motion

As a result of the Chair's ruling, question was not put on Amendment 1 to the Main Motion.

Amendment 2 to the Main Motion
It was MOVED and SECONDED

That Part 3 of the Main Motion be amended to read: "Request the additional analysis and a work plan on "Option 2" in this report for consideration at a future meeting of the Mayors Council".

CARRIED

Question on the Main Motion as Amended

Question was then called on the Main Motion as amended:

That the Mayors’ Council on Regional Transportation:

- 3. Request the additional analysis and a work plan on “Option 2” in this report, for consideration at the December 13, 2018 meeting of the Mayors’ Council; and
- 4. Receive this report.

CARRIED

Mayor Vagramov and Chief Williams departed the meeting at 12:51 p.m.

7. PUBLIC DELEGATES

Peter Ladner, Chair, Best Transit and Transportation Coalition, encouraged maintaining the momentum of current funding and transit improvements, and spoke on the need to ensure that decisions made are based on sound planning principles.

Having earlier departed the meeting, registered delegate Mike Soron did not address the Mayors’ Council.

Mayor Harvie departed the meeting at 12:54 p.m.

Alex Boston, Executive Director, Renewable Cities, circulated a presentation titled “Congestion, Carbon and Cost Management – Mass Transit Planning Priorities”, and spoke to the inadequacy of land use planning to go along with transit decisions. He commented on the need to meet standard density thresholds to justify SkyTrain, and suggested that existing resources could be better used on zero cost public transit investments to cut congestion and GHG emissions.

Cristina Ilnitshi, Alma Mater Society, Vice President External, University of British Columbia (UBC), commented on the dependency of UBC on efficient transportation, and asked that consideration be given to extending the MLBE subway line to UBC.

8. OTHER BUSINESS

8.1 Upcoming Meetings

- Mayors’ Council: December 13, 2018 at 9:00 a.m.

9. ADJOURN

It was MOVED and SECONDED

That the Mayors’ Council on Regional Transportation Public Meeting held November 15, 2018 be now terminated.

CARRIED
(Time 1:03)

Certified Correct:

Mayor Jonathan Côté, Chair

Rae Ratslef, Recording Secretary
Raincoast Ventures Ltd.

TO: Mayors' Council on Regional Transportation
FROM: Mike Buda, Executive Director, Mayors' Council Secretariat
DATE: December 13, 2018
SUBJECT: **ITEM 2 – Public Delegates** (updated on December 13 to add additional delegates)

RECOMMENDATION:

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

PURPOSE:

To provide a list of approved applications to speak to the Mayors' Council from prospective public delegates.

BACKGROUND:

Public participation at meetings is valued by the Mayors' Council, and up to one hour is set aside at open meetings to receive public delegations. The Mayors' Council will receive public delegations only on those matters that are within the authority of the Mayors' Council.

Individuals can apply to be a delegate by completing the online [Application Form](#) up until 8:00AM, two business days prior to the meeting. In situations where there isn't enough time to hear from everyone wishing to speak, the Mayors' Council encourages written submissions be sent to mayorscouncil@translink.ca.

DISCUSSION:

The deadline to apply to speak to the Mayors' Council is 8:00am two days prior to the meeting. At the time of this report, 4 applicants from prospective delegates were received. Five additional speakers applied between the original agenda package posted on December 7 and the December 11 deadline.

Of the applications received to date, all have indicated that they wished to speak on matters that are within the authority of the Mayors' Council. In addition, two three public delegates offered written submissions, in lieu of speaking.

Each delegation will be given a maximum of five minutes to address the Mayors' Council. As a general rule, there are no questions or discussion between Council and delegates.

Public delegates (in order of receipt):

Delegate	Stated presentation topic
1. Dr. Anoosh Kiamanesh	Considering the new cable transit systems which is most rapid and least expensive options for urban transportation Costing 1/4 of underground and 1/2 of Sky train and 3/4 of light rail takes 1/2 time to install uses 1/2 energy and 1/2 maintenance cost of other systems. This system is the latest and recently proven in Japan, Caracas , Rio , Lappaz London UK and is favorite for many other future projects. Due to its novelty this system has not been considered and studied for G-Vancouver. Please make sure it is studied well by the international expert team knowing this system before committing probably the biggest mistake for the future of Vancouver by choosing the old technology of light rail or underground trains.
2. Deepak Sharma	Surrey LRT and the benefits it has for the entire region.
3. Phillip Aguirre	Reject the plan for SkyTrain in Surrey
4. Roderick Louis	"South of Fraser" rapid transit projects' technologies & routes; And the need for a NETWORK of legitimate* rapid transit rail lines in the SOF sub-region; * separated-from-roadway, computer-driven, rapid... Direct that an expedited study occurs to assess the feasibility, potential costs & the short medium & long-term benefits of building a SkyTrain line from Scott Road Station: west along 120th St, then south along 120th St- all the way to Scottsdale at 72nd Ave (or 64th Ave), then east along 64th (or 72nd) to King George Boulevard, and then north along King George Boulevard to King George Station ... at Surrey City Centre...
5. Mike Soron	The need for urgent, increased investment in public transit as a means to slow the worsening climate breakdown and improve our region's resilience. To directly connect the latest IPCC report on climate change danger with the need to fully fund the 2020 Phase 3 investment plan and increase our overall long-term ambition for transit.
6. D. Malcolm Johnson	To not continue to build with SkyTrain, either in Surrey and completely rethink the proposed subway under Broadway
7. Albert Melenius	Future long term planning specifically the method of expanding transit capacity in the region. I would like the future expansion to follow a defined series of steps. I would like the Mayors with the Board to develop a systematic approach to the development of new transit lines and to go up in stages rather than going straight to the final high density version.
8. Sangha Sukhwinder	Respectfully, 1) Vote against taking Skytrain to Langley down Fraser Hwy. at this time. Table this until later and include in future transit expansion plans. 2) Direct TransLink to focus Rapid Transit to connect Surrey Centre to Guildford and Newton first. Either with LRT in the existing plans or with Skytrain technology. 3) Acknowledge the fact that connecting Guildford via 104 Ave and Newton via King George Blvd will serve the more transit users, have more ridership than the Langley route.
9. Lee Lockwood	The proposed change of transportation system from LRT to Skytrain which we strongly oppose for financial, economical and environmental reasons. We want the Translink Mayor's Council to reject the change from LRT to Skytrain.

Written submission #1

From: Julie Griffith
Subject: LRT vs Skytrain in Surrey

As a Surrey resident, I wanted to write and express my extreme apprehension at Mayor McCallum's proposal to scrap the LRT in favor of Skytrain. I am speaking as a resident of Cloverdale and someone who uses Skytrain every day as part of my commute to North Vancouver. As someone who would (in theory) greatly benefit from a Skytrain extension to Langely, I think it's a bad idea. I am concerned for three reasons: the environment, the cost, and the rationale.

On the topic of the environment, the UN recently produced a report which stated we have 12 years to take drastic action or we will not be able to stop climate change. As Mayor Stewart has said, switching to Skytrain will add a significant amount of time to the project, time we simply do not have. We need to start getting people out of their cars sooner rather than later. Furthermore, money has already been spent on LRT. To change to Skytrain would waste what's already been done and spent. Mayor McCallum is under the belief - which is naive to a worrying degree - that Skytrain could be built for the same price as LRT. Translink's CEO has confirmed it would be significantly more. Furthermore, when has a Translink project ever come in on budget?

The final concern I have is around Translink's ideology when it comes to transit. This would clearly surprise Mayor McCallum to learn but not all Surrey residents want to go to either Surrey Central or Langley, which is where most transit in Surrey takes riders. Translink's approach of moving people to hubs - generally Skytrain stations - is a huge deterrent for many people to take transit. For example, my hairdresser is an 11 minute drive or a 45 minute bus ride because the bus, which stops outside my building and is a short walk to my hairdresser's, has to get there via Langley Centre. I realize it is unrealistic to expect I would be able to get around on transit as expediently as one does in a car. However, if we invest in LRT we will be more likely to get people out of their cars because people will actually be able to get around in the city we live in. Creating transit hubs in the form of Skytrain doesn't build community, it builds congestion- visit Surrey Central at rush hour and you'll see what I mean. I think the mayors all need to appreciate that we are past the days when Vancouver was **the** destination and stop building our transit systems so that all roads in Metro Vancouver go there. I fully understand that many people (myself included) work outside of Surrey and there are more jobs in Vancouver but we need to think beyond only getting people to work and more about getting people around their communities.

Written submission #2

From: Chris Shelton
Subject: LRT in Surrey

I am unable to speak at the meeting of the Mayor's Council today about the Surrey's LRT Line. Could you please send this email to the participants of this Committee.

Translink must follow the new Treasury Board Policy on Capital Asset Management Framework. As such Translink has produced a planning report that lists the various alternatives for this project and ALRT or Skytrain is not one of those alternatives. If Surrey wants ALRT technology then Surrey MUST prove to the Auditor General and the Comptroller General of BC that this technology provides the best value for the taxpayers of Surrey, Metro Vancouver and most importantly the Province of BC.

Written submission #3

From: Rick Green
Subject: Review Surrey LRT vs Skytrain

By way of introduction my name is Rick Green; I am the former Mayor of the Township of Langley and was a member of the Translink Mayors Council 2008 - 2011 and an Alderman in Delta in the late 80s. Also by way of background when I was elected Mayor I fell into one of the most difficult issues I faced during my term, specifically dealing with the provincial government over the Translink members share of the funding issue over the Evergreen Line. A very difficult issue that we stood firm on when a greater share of property taxes was demanded by the province and I would suggest the financing issue for transportation options has not become any easier since that time.

I represent a significant group of community minded citizens focused on the transportation issue South of the Fraser that has been ongoing for a couple of decades between Delta and Chilliwack. We are looking for your support, at the very least a fair hearing and explanation of our proposal and requested action.

South Fraser Community Rail
"Passenger Rail, Pattullo Bridge to Chilliwack" #connect the valley

To be fully transparent Premier John Horgan and Derek Corrigan (former Chair of the Mayors Translink Council) have received a full presentation and detailed follow up letters have been sent to Ms. Claire Travena (Minister of Transportation), Ms. Selina Robinson (Minister of Municipal Affairs and Housing), Ms Bowinn Ma (Parliamentary Secretary for Translink) and the three members of the Green Caucus.

At the present time all of you are being charged with the responsibility of reviewing a previous decision of Surrey Council, the previous Mayors Translink Council and our two senior levels of government. This must be considered a very serious review as the consequences of your decision will be very far reaching for our entire region, Lions Bay through to Chilliwack.

It has been suggested that Skytrain to Langley City is the best for our region. With the greatest respect we disagree, Surrey to Langley City does not constitute our region, this is a Surrey issue only. From our point of view the original Surrey LRT line (Guildford, Surrey Center, and Newton) is the best option for the already approved envelope of funding. In our well researched view the Fraser Highway Skytrain proposal makes absolutely no-sense, it is fiscally, economically and environmentally irresponsible. It runs through Green Timbers Forest causing a serious amount of clear cutting to a prime Surrey protected area and 2.5 Kms of this line runs through the ALR with virtually no population to end in a city with a population of 25,000. The idea of serving Langley is a good one but we would argue that service can be better provided through the option we are suggesting for a number of reasons. The Translink Mayor's Council must ask themselves the question, why make that change, and at the very least it must go back to the same process used in deciding the value and decision of LRT in the first place.

To the argument that we should capitulate to the election promises and results, we would respectfully suggest on behalf of taxpayers within our region it is our tax dollars at stake and we are expecting fiscal responsibility by our decision makers. The previous Surrey Council did undertake a process of community input and made their decision based on that process. Ours is a better solution offering far more in benefits at far less the cost. We believe once you see our presentation and understand the detail around our proposal you will agree and see a politically and morally smart argument.

Our proposal and plan is to reactivate the old B.C. Electric Interurban Corridor as a transportation solution for residents South of the Fraser. The State of the Art South Fraser Community Rail project would connect with Skytrain at the Pattullo Bridge with the Surrey LRT line at Newton, connecting with Langley and out to Chilliwack. We are backed up by three engineering studies, numerous reports plus a wide variety of back up resource material.

We would appreciate the opportunity to present our proposed comprehensive transportation plan and solution designed to build the economy, serve 1.2 million residents, FOURTEEN University Campuses (with a daily population of over 58,000 students and staff), the Abbotsford Airport (expected 2019 passenger volume of over 1,000,000) as well as 16 towns, cities, communities and municipalities South of the Fraser.

While in the Mayor's office in the Township of Langley, I was able to locate the (previously unknown) Master Agreement between B.C. Hydro and CP Rail dated the 29th of August 1988 that covers what is called the joint section from approximately 232nd through to Cloverdale. With the support of all Mayors and Councils south of the Fraser we were able to renew this agreement four months before it was lost forever. This agreement permits use of the corridor at **NO COST** for passenger service, double tracking, if required **at C.P.s expense** and securing the fact this line would **NOT** become a part of the Railway Act R.S.C. 1970, c.R-2 as amended or the National Transportation Act 1987 S.C. 1987, c.34, as amended. All of this was covered by the B.C. Government of the day in 1988 when they sold the B.C. Hydro Freight Division. The B.C. Government did not sell the corridor, they protected it for passenger use.

After renewal in 2009 we established a community led Task Force that was very well received by the communities South of the Fraser. Members included elected Councilors of Delta, Surrey, White Rock, Langley City, Langley Township and Abbotsford plus representatives of two community groups, Trinity University, Kwantlen Polytechnic University and the University of the Fraser valley. Our Task Force was able to secure a ½ hour professionally produced documentary of our proposal by Shaw Cable. It was broadcast in the lower mainland on 10 occasions during 2010 and features input from a broad based number of individuals with ground and significant aerial input. You can view this video through the following link:

<https://langleywatchdog.com/topics/>

We need a Passenger Rail transportation option to serve BOTH regional districts, in the valley bus service is not an option. The problem on Highway 1 is traffic that is growing exponentially every month. In two years traffic accidents have doubled. Traffic is stopped at all times of the day and it is not getting better. Most of it is the result of residents looking for cheaper housing, something that is not going away. Widening the highway as has been planned will only result in building on the choke point at the Port Mann Bridge and into Burnaby. It would be very costly and take decades to plan and complete. It will be obsolete the day it is finished. By published government reports, traffic movement on highway 1 has increased by over 30% between 2009 and 2016 between 200th Street and Chilliwack, a 7 year period. (This does not include the growth over the last two years which has grown exponentially.)

Our plan is supported by a comprehensive package of supporting documents that we can provide the Mayors Translink Council and staff which is the product of hundreds of activists and the support of thousands of residents; two-community based advocacy groups plus many municipally elected politicians South of the Fraser, over the past 15 years. It is practical, low cost, efficient and environmentally friendly. Our proposal is a state of the art Hydrogen powered (launched last year in Germany) light rail passenger service on a provincially owned right-of-way preserved by contract for future passenger use at NO COST to residents of the Province of B.C.

Our ask? Provide the B.C. Government with a significant message of support from the Translink Mayor's Council to set up a South of the Fraser Community Rail Task Force which would be provincially endorsed and municipally led. We propose a Task Force consisting of an elected Municipal member from Delta, White Rock, Surrey, Township of Langley, Langley City, Abbotsford and Chilliwack plus a representative each from two long standing community groups (the original VALTAC and Rail for the Valley) and each post-secondary institution and a provincial appointee.

Our proposal consists of a passenger service that is Community Rail, not commuter rail as is the case with the West Coast Express. Our proposal carries with it no right of way usage cost while as you know the West Coast Express carries with it very high lease fees to CP Rail of \$20 million per year plus capital and operational costs. Our proposal would allow for an affordable link of transportation from North and West Vancouver (Bus) to Seabus to

Skytrain or West Coast Express to the South of Fraser Community Rail Corridor from the Pattullo Bridge out to Chilliwack. A continuous link!

On a final and very important note, why should we collectively consider reactivating this Railway Corridor which had been protected at NO CHARGE for passenger use? There are a wide variety of very very good reasons to give this proposal serious consideration, not the least of which is affordability, economic growth, job growth and being environmentally friendly (by significantly reducing greenhouse gas emissions).

We are currently partnering with Professor Patrick Condon, U.B.C., Professor of Urban Design, Centre of Interactive Research on Sustainability who is conducting significant research on this project estimated to be released and presented the first of April 2019. We would like the opportunity to release this research to the Translink Mayor’s Council, Board and Senior staff on or around that date

We have three independent engineering reports to back up and support what we state below – (2016 numbers incl. rolling stock crossing requirements and stations)

	10.5 Kms Surrey LRT	16.6 Kms (next phase?) Surrey to Langley LRT	5.8 Kms Broadway Ext.	99.23 Kms Our proposal
• Per Km.	\$157,142,857.	\$157,142,857.	\$487,931,034	\$12,500,000.
• Per Capita	\$5,483.00	\$5,107.85	N/A	\$1,033.64
• Total Cost	\$1.65 Billion.	\$2.61 Billion	\$2.83 Billion	\$1.24 Billion

NOTE: If you go with Skytrain, Surrey to Langley the cost is estimated to be \$3 Billion and we would suggest it will be far higher.

Special note: A

**Total cost of 99.23 Kms @ 48% of the total cost of 16.6 Kms (Surrey to Langley City) OR
7.9% of the per Km cost of the proposed Surrey to Langley City Line OR
20% of the per Capita Cost of the proposed Surrey to Langley City Line.**

Summary:

Our committee would be pleased to meet with and present to your staff and Council Members our proposal in detail. This is the time and opportunity for our Transportation providers to step forward and show the vision of what is possible. People talk about light rail in Europe, in Calgary, in Portland and in Ottawa, and many new locations in the U.S., it is now time for B.C. to make a statement in the eyes of the public.

Once again we look forward to discussing and presenting our detailed proposal. If there are any questions please don’t hesitate to contact me at any time. We respectfully await your reply.

TO: Mayors' Council on Regional Transportation
FROM: Mike Buda, Executive Director, Mayors' Council Secretariat
DATE: December 6, 2018
SUBJECT: **ITEM 3.1 – 2019 Work Plan**

PROPOSED RESOLUTION

That the Mayors' Council on Regional Transportation:

1. Approve the 2019 Work Plan;
 2. Direct staff to develop a proposed budget to support implementation of the work plan, for consideration at the January 24, 2019 meeting;
 3. Receive this report.
-

PURPOSE:

This report proposes a 2019 Work Plan to guide the Mayors' Council's agenda and priorities in the coming year.

BACKGROUND:

At the beginning of each year, the Mayors' Council has adopted a strategic work plan to focus resources and time on its highest priorities in the coming year. While a range of secondary issues will also require the focus of the Mayors' Council through the year, it is the identified strategic priorities that drive the agenda and where energy is focused.

A draft work plan was discussed at the November 15, 2018 meeting, with the outline approved as proposed. Action items were added to ask that follow up on the Mobility Pricing Independent Commission report be included in the 2019 work plan, and that more background be provided on the Massey Crossing Technical Review.

2019 WORK PLAN:

The new Mayors' Council takes office at an important transition point for the region. After more than a half decade of effort, the region has achieved consensus on its transportation expansion priorities in the 10-Year Vision, secured \$5 billion in senior government funding, approved new regional funding and begun rolling out the largest transit expansion in B.C.'s history in the Phase One and Two Plans of the 10-Year Vision that together will deliver almost \$10 billion in new transit and transportation infrastructure and services in the region.

On this foundation, the new Mayors' Council will advance the remaining elements of the 10-Year Vision, and update the Regional Transportation Strategy (RTS) to guide future investments and priorities beyond the Vision, all within an environment of coming transformative change in transportation technology.

Supportive senior governments are a pre-requisite for any major transit expansion – it is too big a job for any one order of government to do its on own. Both federal and provincial governments have strong transit agendas, making the stars are aligned to build on the Phase One and Two Plans with senior government support. With a federal election planned for October, 2019, and a minority provincial government always mindful of electoral realities, the Mayors’ Council will actively plan to influence both governments both before and through the election periods to ensure that there is strong senior government support.

Other priorities and responsibilities of the Mayors’ Council will integrated into this work plan, as will the need to respond to proposed changes to the Phase Two Plan as a result of the request by the City of Surrey to shift the technology and timelines of the Fraser Highway project from LRT to SkyTrain.

To supplement this the transition orientation briefing book and work shop, four additional orientation workshops be scheduled immediately following each of the next 4 regularly scheduled monthly Mayors’ Council meetings. Each of these workshops, open to all members, are scheduled for 3-4 hours, involve outside experts as well as relevant TransLink staff, and wil; include site visits and tours in the region, and focus on the following themes:

1. **December:** How the regional transportation network works; regional planning process
2. **January:** RTS workshop (for all members)
3. **February:** How investment plans are funded
4. **March:** TransLink operations, including a tour

In addition to orientation workshops, TransLink staff is investigating options and opportunities for study tours of small groups of members to visit other cities to see on-the-ground examples of the latest transit technologies and planning approaches. Details will be presented at future meetings for more discussion.

Work Plan elements

Given this overview, the work plan consists of the following priority elements:

1. Federal election outreach and engagement

The current federal infrastructure funding programs are almost 100% allocated. New funding required for remaining unfunded projects in the 10-Year Vision (the Phase Three Plan and Rail to UBC), as well as for new regional priorities identified in the RTS update will require the next federal government to “top-up” these funding programs. The federal election is a critical opportunity for this region to make a unified, strong case to all parties on the need for additional federal funding. Mayors’ Council will develop and implement an election readiness strategy as soon as possible. To provide the policy and planning foundation for this strategy, more detailed design work on the projects proposed across the region in the Phase Three Plan as well as the rail connection to UBC committed to in the Vision will be brought to the Mayors’ Council starting at the January 2019 meeting.

2. Regional Transportation Strategy

The RTS update process will move into high gear in early 2019. This work, projected to take 12-18 months, will require the oversight of a committee, and the frequent and at times intensive engagement of members, as well as local government staff and councils. This work will inform the federal election strategy, although clearly, a complete RTS update will not be available until after the election. An RTS work plan will be presented at the December, 2018 meeting.

3. Phase Three Plan of the 10-Year Vision

The Phase Three Plan will increase bus service across the region by an additional 7% and HandyDART service by 8% (on top of the respective 18% and 22% increases already approved through the Phase One and Two Plans), build the 5 remaining B-Lines, and SkyTrain, Canada Line and transit exchange upgrades, as well as funding for the second stage of South of Fraser rapid transit. Concurrent with the RTS update and federal election planning, the Mayors' Council will consider how and when to advance the Phase Three Plan of the 10-Year Vision, currently scheduled for approval in late-2020. Ridership growth, changes to the Phase Two Plan as a result of a new approach to South of Fraser Rapid Transit, and the outcome of the federal election may require a new, accelerated schedule for the Phase Three Plan. A review of the key elements of this plan and options for next steps will be presented in the first quarter of 2019.

4. Provincial engagement

The success of many of our plans and projects, like the Vision and the RTS, depends not just on funding but also the fulsome participation of the provincial government. Other, emerging Mayors' Council priorities, like ride-hailing, low-income or youth fare discounts and HandyDART, require broad, motivated provincial engagement in ways we have not necessarily achieved in the past. New issues will arise that will require quick provincial action. The new Mayors' Council will step up its relationship with the province – building on the one that existed with the previous Council – to help drive the partnership we need. To kick-start this process, the Minister Responsible for TransLink, Selina Robinson, will be invited to an introductory meeting with the Council early in 2019.

5. Governance

In addition to its responsibilities for strategic policy and investment planning, the Mayors' Council has a range of other governance responsibility over TransLink, some jointly with the Board, and some stand-alone. The two most time-consuming of these governance responsibilities is responding to recommendations by the Board to change the Executive Compensation Plan (ECP), and appointing Board members from a list of nominees provided by the Screening Panel. The Mayors' Council will work with the Board through a joint committee to review the ECP and bring back recommendations to both bodies early in 2019. The Screening Panel process will begin shortly after this ECP review.

A review will be launched in the first quarter of 2019 of TransLink's governing legislation. There are a number of smaller "house-keeping" issues that require consideration and amendment, in addition to any consideration of more significant changes. A report on this issue will be delivered in Spring 2019, to initiate consideration of the scope of the review, and to launch the process.

Agenda planning

Agendas for upcoming meetings will evolve given direction from the Mayors' Council and the work plans and reports of individual committees. Projected key agenda items:

January 24, 2019 Meeting

- Committee reports:
 - Major projects update: South of Fraser; defining technology options for Rail to UBC
 - Next steps on Phase Three Plan of the 10-Year Vision
 - Report on B-Line Implementation
- RTS Workshop

February and March, 2019 Meetings

- Meeting with Minister Responsible for TransLink (proposed)
- Committee reports:
 - Regional priority-setting for Green Infrastructure Fund
 - Report on Low-Carbon Fleet Strategy
 - Major Projects Update: Expo Millennium Line Upgrade Project; Burnaby Mountain
 - Executive Compensation Plan review
 - Real Estate Development
 - Next steps on Phase Three Plan
 - Fuel Tax revenues
- Public Launch of Federal Election Outreach and Education Strategy
- Orientation Workshop on funding and operations

Spring-Summer, 2019 meetings

- Committee reports:
 - Major projects update
 - Governance review
 - Follow up on Mobility Pricing Independent Commission report
 - Transit Fare Policy implementation (including youth and low-income fare subsidies, etc.)
 - RTS public engagement

TO: Mayors' Council on Regional Transportation
FROM: Mike Buda, Executive Director, Mayors' Council Secretariat
DATE: December 7, 2018
SUBJECT: **ITEM 3.2 – 2019 Committees**

RECOMMENDATION:

That the Mayors' Council on Regional Transportation:

1. Strike three committees to support the work of the Mayors' Council:
 - a. Regional Transportation Planning;
 - b. Finance and Governance; and,
 - c. New Mobility;
 2. Appoint Mayors' Council members to these new committees as proposed in Appendix A;
 3. Ask the Chair and Vice Chair to appoint Committee Chairs after consulting with the Metro Vancouver Chair and Vice-Chair on their committee appointment decisions;
 4. Invite the TransLink Board to participate in joint committees, with joint co-Chairs;
 5. Ask each committee to finalize a Terms of Reference and 2019 Work Plan for consideration by the Mayors' Council at a future meeting;
 6. Receive this report.
-

PURPOSE:

To propose the 2019 Mayors' Council committee structure, including committee mandates, resources and membership, for consideration.

BACKGROUND

On November 26, 2018, the new Chair and Vice-Chair circulated a proposal for a committee structure, including mandate and membership, for discussion and feedback, prior to the completion of this report and formal consideration of proposed changes at the December 13, 2018 meeting.

Section 16 of the Mayors' Council's *Rules of Procedure* stipulates that the "Mayors' Council may establish committees and delegate the powers and duties of the Mayors' Council to the committees." Given this direction, the Mayors' Council must approve the creation of, appointments to and resources for committees.

The past Mayors' Council used two to three committees, centered generally around planning and finance/funding. Committees met jointly with corresponding Board committees and were co-Chaired by a member of each body. Committees were supported the Mayors' Council and TransLink staff, with advice from Staff Working Group of local governments and Metro Vancouver senior officials.

PROPOSED 2019 COMMITTEES

Structure

The Chair and Vice-Chair proposed the creation of the following three committees, with a high-level summary of the mandate for each committee included (more detailed mandate to be developed):

A. Regional Transportation Planning Committee

This committee will oversee the processes and studies designed to identify the region's next wave of plans, projects and services for funding and inclusion in upcoming investment plans.

1. Major project studies:
 - Fraser Highway SkyTrain Project and South of Fraser Rapid Transit Strategy
 - Rail to UBC corridor plan
 - Burnaby Mountain Gondola business case
2. TransLink input to Massey Crossing technical review
3. Service planning for upcoming Investment Plan (service and infrastructure)
4. Strategic Network Review (input to RTS)

B. Finance and Governance Committee

This committee will have a dual mandate, to oversee investment plan development and implementation and oversight over our other statutory responsibilities.

1. Investment Plan Development
 - a. Timing, scope and regional revenues
 - b. Senior government funding, including:
 - Regional priority-setting for Green Infrastructure Fund (i.e. LCFS, gondola)
 - Federal Election Strategy
 - c. Real Estate Development / Land-value Capture
2. Phase One and Two Implementation (i.e. Rapid Bus, EMUP, OMC)
3. Review of TransLink enabling legislation/governance
4. Other statutory responsibilities:
 - Executive Compensation Plan and Board Remuneration review
 - Board nominations
 - Executive Director performance
 - Other issues: Customer satisfaction/ complaints process; Fare infraction bylaw amendments; Sale of major assets – oversight

C. New Mobility Committee

This committee will explore ideas and concepts that are new to the region or longer-term, to be fed into the RTS or investment plan processes as and when appropriate.

1. Regional Transportation Strategy update process oversight
2. Ride-hailing
3. Low-carbon Fleet Strategy (LCFS)
4. Autonomous vehicles
5. Mobility Pricing (including future of the fuel tax)
6. Transit Fare Policy implementation (including youth and low-income fare subsidies)
7. Goods Movement Strategy
8. TransLink service area / coordination with other regional districts

Committee role, format and resources

Committees are advisory in nature only, and cannot make decisions on their own. Committees will be supported by Mayors' Council and TransLink staff, who in turn are supported by an advisory working group of senior local government staff. Resources will be allocated to each committee by Mayors' Council and TransLink to support approved work plans.

Each committee will be asked to develop a Terms of Reference and Work Plan for consideration by the Mayors' Council at a future meeting, prior to regular business of the committee beginning (except in the case of urgent business).

Depending on the work plan, committees will meet once per month for approximately 3 hours on a Wednesday, Thursday or Friday at TransLink's offices, several weeks prior to each Mayors' Council meeting. Meetings will be scheduled in coordination with Metro Vancouver to avoid conflicts with its committees.

TransLink's legislation and the Mayors' Council's Rules of Procedure permits the use of weighted votes in certain circumstances at full Council meetings. However, because committees are advisory in nature and do not include all members, weighted voting will not be used in committees.

Committee Membership

Committee appointments are proposed in Appendix A with the objective of ensuring all Council members are involved in one committee. This approach will ensure the engagement of the entire Council in its business, so that when committee reports are brought before the Council, all members have a stronger appreciation for and trust in the committee process.

Committee membership should consider regional, community size and gender balance and appropriate continuity between returning and new members.

Joint Committee Mechanism

The past practice of meeting as joint committees with the Board is not a legislated feature of our governance structure, but instead is a practice that has grown organically over the past three years to improve and streamline decision making. Feedback from those members has generally been positive.

Staff recommends that committees continue the current practice of meeting jointly with Board committees, with co-Chairs appointed by each body. These joint meetings enhance and streamline the review and discussion process of the two bodies, reducing the time and resources required to reach decisions, as well as improving the working relationship between individual members. If committees meet separately, TransLink staff advises it will have a real impact on resource requirements for supporting committees, and it will result in longer review and approval processes.

There is recognition that not all issues before each committee will be appropriate for joint meetings (i.e. Screening Panel, some elements of governance review), but that in general, the topics facing each committee will be most efficiently and effectively managed with a joint committee mechanism. Mayors' Council committees reserve the right to meet separately as needed and appropriate.

Because joint committees are advisory in nature and designed to enhance coordination between the two bodies, it is recommended that in general, joint committees vote as one body, and do not hold separate votes of Board and Mayors' Council members (with exceptions made as needed).

ANALYSIS

The Mayors' Council has used committees, like most local governments councils, to help manage its agenda. Committees provide a venue for smaller groups of members, in slightly less formal settings, to more efficiently and deeply consider issues facing the Mayors' Council. Mayors' Council meetings in the future generally should be structured around committee reports, with staff reports on various items having already been considered at committee.

The proposed committee structure is designed to support the expected workload of the Mayors' Council as outlined in the 2019 Work Plan (see Item 3.1 in this agenda package).

TransLink's Management and Board have been consulted in the committee development process, and in general concur with the proposed structure. TransLink's Management and Board have also reiterated its support for the continuation of the Joint Committee structure, applied to all three new committees.

Alternatives:

That the Mayors' Council:

1. Eliminate all committees, and proceed only with meetings of the full Council.

CONCLUSION:

On November 26, 2018, the new Chair circulated, through the Executive Director, a proposal for a revised committee structure, including mandate and membership, to facilitate early and well-informed discussion and feedback, prior to the completion of this report and formal consideration of proposed changes at the December 13, 2018 meeting. The primary mandates of the proposed committees align well with the expected workload of the Mayors' Council as well as the feedback provided by TransLink management and Board.

Proposed Committee Appointments

Member	Finance & Governance	Regional Transportation Planning	New Mobility
North			
1. Village of Lion's Bay	✓		
2. Bowen Island Municipality			✓
3. District of West Vancouver			✓
4. District of North Vancouver	✓		
5. City of North Vancouver		✓	
West and Central			
6. Electoral Area 'A'		✓	
7. City of Vancouver	✓		
8. City of Burnaby			✓
9. City of New Westminster	Ex-officio	Ex-officio	
10. City of Richmond	✓		
North-east			
11. City of Port Moody			✓
12. Village of Belcarra			✓
13. Village of Anmore			✓
14. City of Coquitlam		✓	
15. City of Port Coquitlam		✓	
16. City of Pitt Meadows	✓		
17. City of Maple Ridge			✓
South			
18. Corporation of Delta		✓	
19. City of Surrey		✓	
20. Tsawwassen First Nation	✓		
21. City of White Rock	✓		
22. City of Langley		✓	
23. Township of Langley			Ex-officio
Total committee members	7	7	7

TO: Mayors' Council on Regional Transportation
FROM: Mike Buda, Executive Director, Mayors' Council Secretariat
DATE: December 2, 2018
SUBJECT: **ITEM 3.3 – 2019 Mayors' Council Meeting Calendar**

PROPOSED RESOLUTIONS:

That the Mayors' Council on Regional Transportation:

1. Approve the 2019 calendar of Mayors' Council meetings; and,
 2. Receive this report.
-

PURPOSE:

This report proposes dates for 2019 Mayors' Council meetings, for consideration.

BACKGROUND:

Mayors' Council meetings are planned monthly, generally the 3rd or 4th Thursday or Friday of each month. Each meeting generally, although not always, include items for both open (public) and closed (in-camera) sessions. If and when circumstances warrant, at the direction of the Chair, these meeting dates may be adjusted, or new ones added, with a minimum of five calendar days notice, as per Section 3 of the Rules of Procedure. Agenda packages will be distributed to members at least five calendar days prior to the meeting.

In an emergency, the Chair, or any three or more Council Members upon written request, may call a meeting with less than five calendar days notice.

If a scheduled meeting will include items for open session, the Executive Director will provide public notice of the day, hour and place of the regular meeting, by way of notice posted on the TransLink website at least five calendar days before the date of the meeting.

DISCUSSION:

These proposed dates have been set in consultation with Metro Vancouver and to avoid TransLink Board, UBCM, LMLGMA and FCM and local council meetings and local government council.

2019 Calendar of Mayors' Council Meetings *(All meetings at TransLink, from 9AM to 12:30PM)*

- | | | |
|-------------------------|-------------------------|---------------------------|
| 1. Thursday, January 24 | 5. Thursday, May 23 | 9. Friday, October 25 |
| 2. Friday, February 15 | 6. Thursday, June 27 | 10. Thursday, November 28 |
| 3. Friday, March 15 | 7. Thursday, July 25 | 11. Thursday, December 12 |
| 4. Thursday, April 25 | 8. Friday, September 20 | |

TO: Mayors' Council on Regional Transportation

FROM: Geoff Cross, Vice President, Transportation Planning and Policy
Steve Vanagas, Vice President, Customer Communications & Public Affairs

DATE: December 5, 2018

SUBJECT: **ITEM 4.1 – Update to the Regional Transportation Strategy**

RECOMMENDATION:

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

PURPOSE:

To provide the Mayors' Council an introduction to the Regional Transportation Strategy Update project.

BACKGROUND:

As Metro Vancouver's transportation authority, TransLink is responsible for developing a long-term strategy that sets out the goals and direction for regional transportation in Metro Vancouver for the next 30 years. With that, we have a legislative requirement under the *South Coast British Columbia Transportation Authority Act* (SCBCTA) to update our [Regional Transportation Strategy \(RTS\)](#) every five years.

To meet the statutory requirement to update the strategy, the existing RTS was re-adopted in June 2018 while a comprehensive update of the long-term strategy is undertaken in 2019 and 2020.

DISCUSSION:

Work Plan

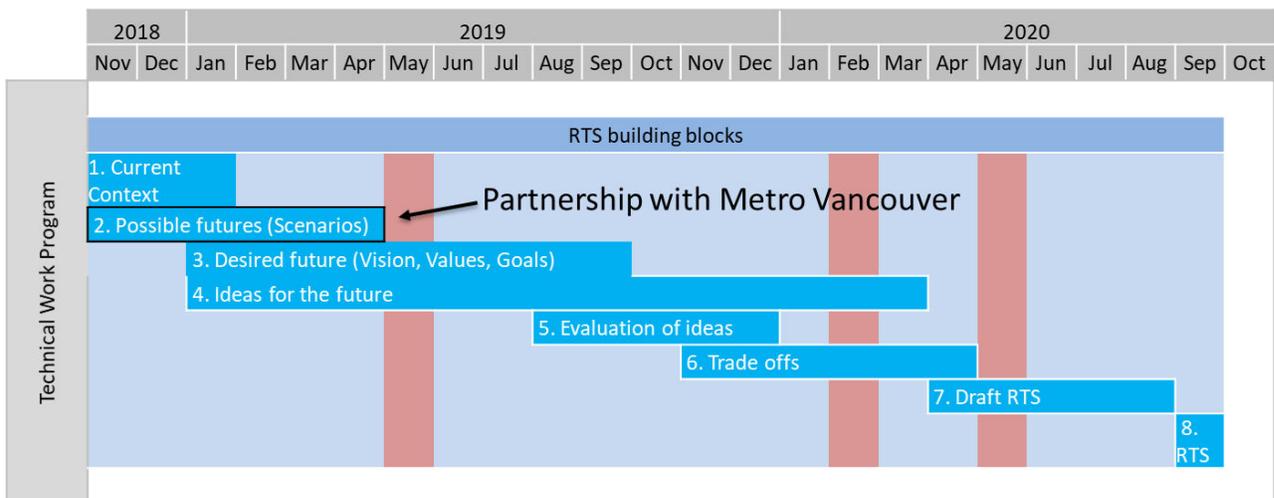
The Metro Vancouver region, the province and the world in general are facing a period of rapid technological and economic change over the next 30 years with developments in digital connectivity, and the automation and electrification of vehicles, bringing both potential opportunity and disruption.

The mandate from the TransLink Board and Mayors' Council is to develop a compelling, future-oriented vision document with concrete actions grounded in reasonable assumptions. It is intended to provide the space for the region to think big about our future, and to focus on the customer experience and articulate TransLink's role in the new mobility landscape. The aim is to build general agreement on a desired transportation future through a broad, meaningful engagement process.

To achieve this, the RTS project work plan consists of eight ‘building blocks’ with key questions and technical work deliverables:

RTS Building Blocks	Key Questions
1. Current Context	•How is TransLink doing?
2. Possible Futures	•What might the future of our region look like?
3. Desired Future	•What kind of future does the region want?
4. Ideas for the Future	•What should transportation look like in the future?
5. Evaluation of Ideas	•Which ideas deliver the future the region wants and are resilient whatever the future holds?
6. Trade-offs	•What trade-offs is the region willing to accept?
7. Draft RTS	•Does this plan deliver the region’s desired future?
8. Final RTS	

The overall RTS Project schedule is outlined below. In addition to the formal public engagement periods identified, ongoing stakeholder engagement will be held throughout the project, as well as awareness-building communications activities.



Technical work program
 Public engagement periods

Partnership with Metro Vancouver

In the spring of 2018, the TransLink Board and Mayors' Council invited Metro Vancouver to partner with TransLink on a long-range planning process. TransLink and Metro Vancouver staff are collaborating to jointly understand what the future could be like through the development of Future Scenarios. Together, Metro Vancouver and TransLink are considering trends and disruptors that are both highly uncertain, but likely to have high impacts on regional land use and transportation planning. The project will identify future scenarios based on key trends and disruptors, explore what challenges and opportunities these future scenarios present for our existing regional plans and suggest directions for the RTS and RGS updates. A more coordinated approach to long-range planning will help ensure that Metro Vancouver and TransLink are well aligned and better prepared to handle the most impactful changes we're likely to face as a region in the coming decades.

The scope of the partnership includes the following:

1. Identify future trends and disruptors that have the potential to affect the regional population, transportation, housing, land use, environment, and economy.
2. Develop a shared baseline and alternative future scenarios for the region based on relevant future trends and disruptors. These scenarios will focus on the 2050 horizon but will also extend as far out as the 2121 horizon.
3. Evaluate the challenges, opportunities, and implications of each future scenario for the region against key considerations.

Work to date has considered a long list of external factors to identify four major themes. A stakeholder workshop was used to assess the impact and certainty of each external factor in the future. Those identified as 'high impact' and 'low certainty' are of greatest interest in scenario planning, as they will have a strong influence but it is more difficult to predict how it will manifest. Within this grouping of external factors, four themes were identified: global economy and trade, changing nature of work, climate change, and connected and automated vehicles. These themes will be used to develop potential futures scenarios, with assumptions validated by subject matter experts. These scenarios will be used to test the resilience of the current Regional Transportation Strategy and Regional Growth Strategy to assess their resilience to future scenarios, and to understand where we need to think differently to update the RTS.

Public Engagement

The mandate of the RTS update includes to engage broadly in a meaningful process. To that end, the public engagement process will be broad, inclusive and transparent, centred on the following goals:

- Create awareness & encourage people to think about our transportation future
- Build interest by using a range of engagement tools and platforms, in-person and online
- Earn public support for the Regional Transportation Strategy

Engagement activity will be organized around three streams, to engage highly-engaged stakeholders, broad representation from across the region, and to bring in new and different voices. A range of tools and platforms will be used, from a dedicated micro-site and webinars to information sessions around the region, and attendance at community and consumer events, with the intention of reaching people in-person and on-line.

Public engagement will occur through three broad phases. The current phase is focused on starting the conversation and building public awareness of the RTP process. The first major public engagement will start in the spring, and will be focused on getting public and stakeholder input to develop the vision, explore big ideas, and discuss how to achieve the region's goals. The final phase will focus on the final report and implementation, and will incorporate public input into the final Strategy.

NEXT STEPS:

We anticipate that input and direction to the RTS update process will be received primarily through a Joint Committee of the Mayors' Council New Mobility committee and the TransLink Board of Directors. Updates on progress will be provided by the Co-Chairs of the Joint Committee to the Mayors' Council and the TransLink Board.

The full Mayors' Council will also be engaged through workshops on key items over the course of the next year. To that end, TransLink is preparing a workshop for the Mayors' Council and TransLink Board early in the new year to provide a deeper dive into work underway and key issues for near-term input.

TransLink is currently planning a broad public discussion on regional values, vision, and big ideas for the future to begin in May 2019.

ATTACHMENT: *Slides to be used by staff to present this report.*



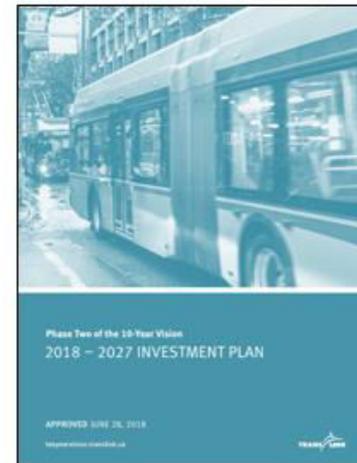
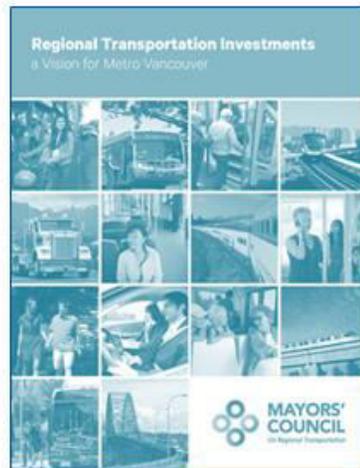
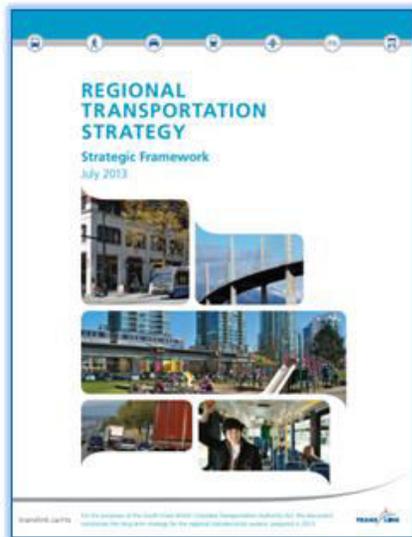
Regional Transportation Strategy Update to the Mayors' Council

December 13, 2018

translink.ca



The region's long-term transport plan



Regional Transportation Strategy 2013

Sets vision, strategies and goals for a 30-year period

Mayors' 10-Year Vision 2014

Medium-term investment and policy priorities for implementing the RTS.

10-Year Investment Plans 2017, 2018, and TBD

Funded program of capital and operating investments for a 10-year period

Largest investment in transit & transportation

URBANIZED VAN  DAILY **NINE** *dished*  **GROW** video

Transportation, Urbanized, News

Mayors' Council provides final approval to \$7.3 billion transit expansion plan

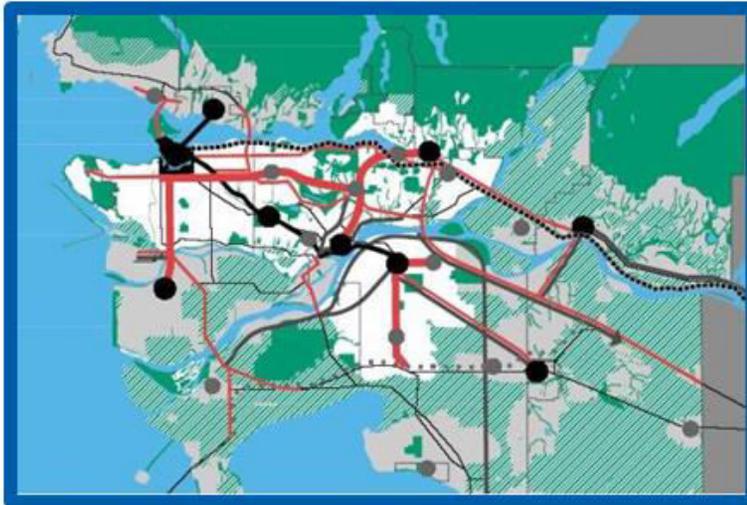
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Artistic rendering of a Broadway Extension subway entrance. (TransLink)

Investment plans will build out T2021

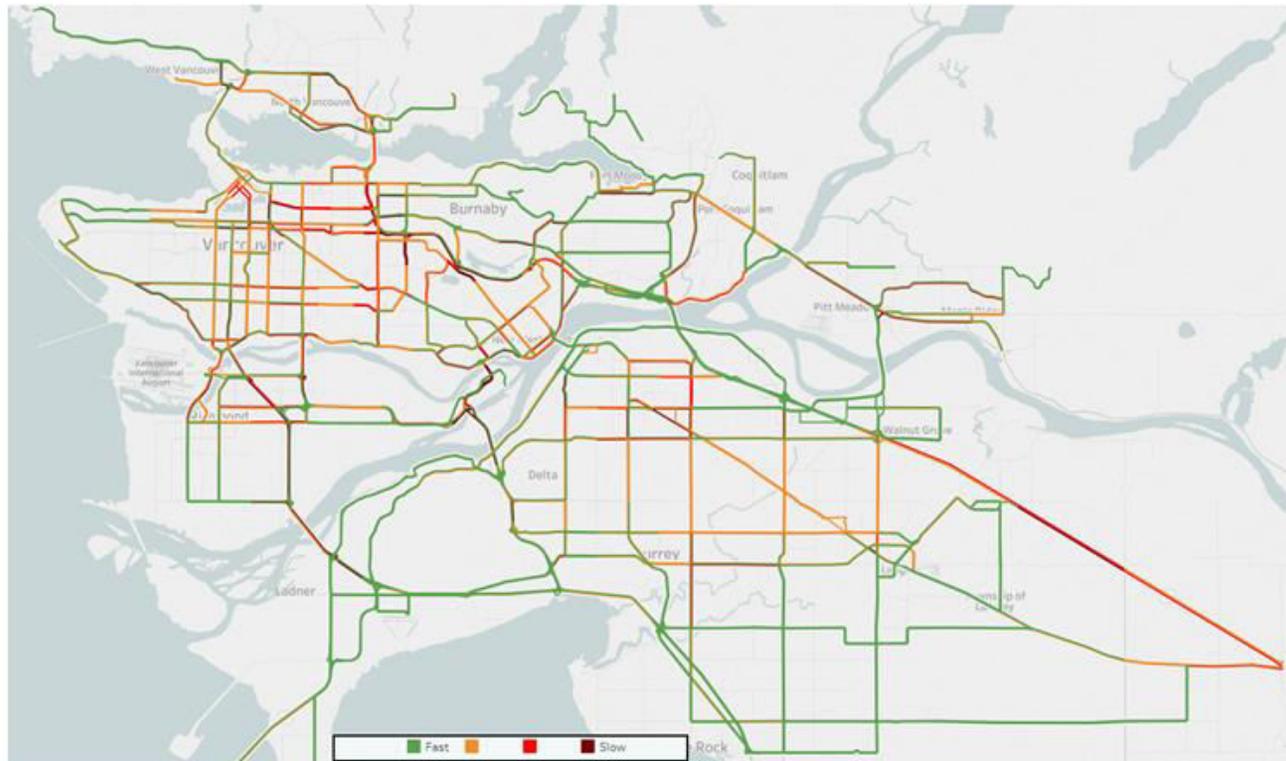


Transport 2021 (1993)



10-Year Vision (2014)

Remaining challenges



Travel time index - typical Fall day, 2017, 1700-1800

What's next?

RTS Update - Mandate

- Compelling, future-oriented vision document with concrete actions grounded in reasonable assumptions
- Provide the space to “think big”
- Focus on customer experience
- Articulate TransLink’s role in the new mobility landscape
- Build general regional agreement on a desired transportation future
- Engage broadly in a meaningful process

Three Key Questions

- What's important to you as we think about transportation in Metro Vancouver over the next 30 years?
- What changes do we need to make [in governance, funding and management] to ensure that new technology supports the region's overall goals?
- What investments do we need to make to achieve our transportation goals and how do we pay for them?

There are many unknowns in our future...

SOCIAL population change | employment shifts
| regional affordability | desire for urban lifestyle

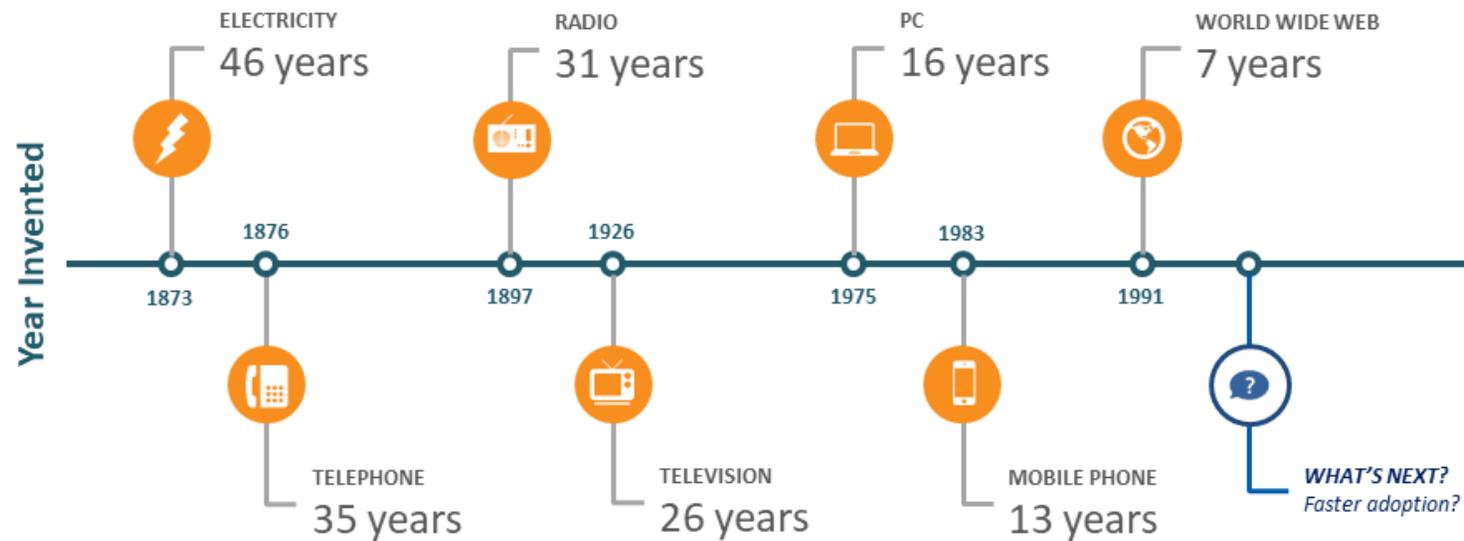
ENVIRONMENTAL climate change | sea-level
change | extreme weather events | earthquake |

fire **TECHNOLOGICAL** autonomous vehicles |
electrification | internet of things

ECONOMIC shared economy | e-commerce | gig economy |

global trade **POLITICAL** trust in government |
budgets | funding | changing government priorities

New technologies are being adopted faster and faster...



Years until technology was adopted by one-quarter of US population

...& we'll need to manage 'New Mobility'



Image from: Bosch and Daimler, bosch-presse.de/pressportal

... so we're changing how we plan

Point Forecast

Planning for a short term point in time.



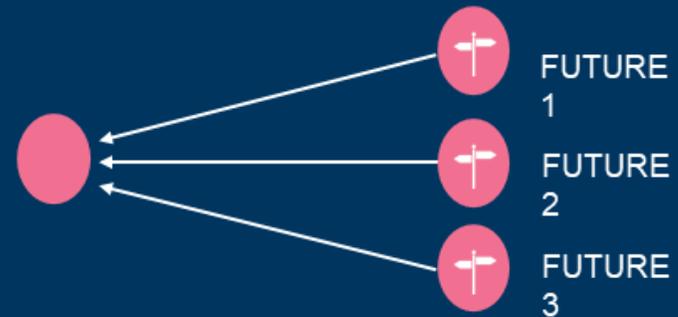
Risk Management

Identifying and planning for both short term and medium term risks.

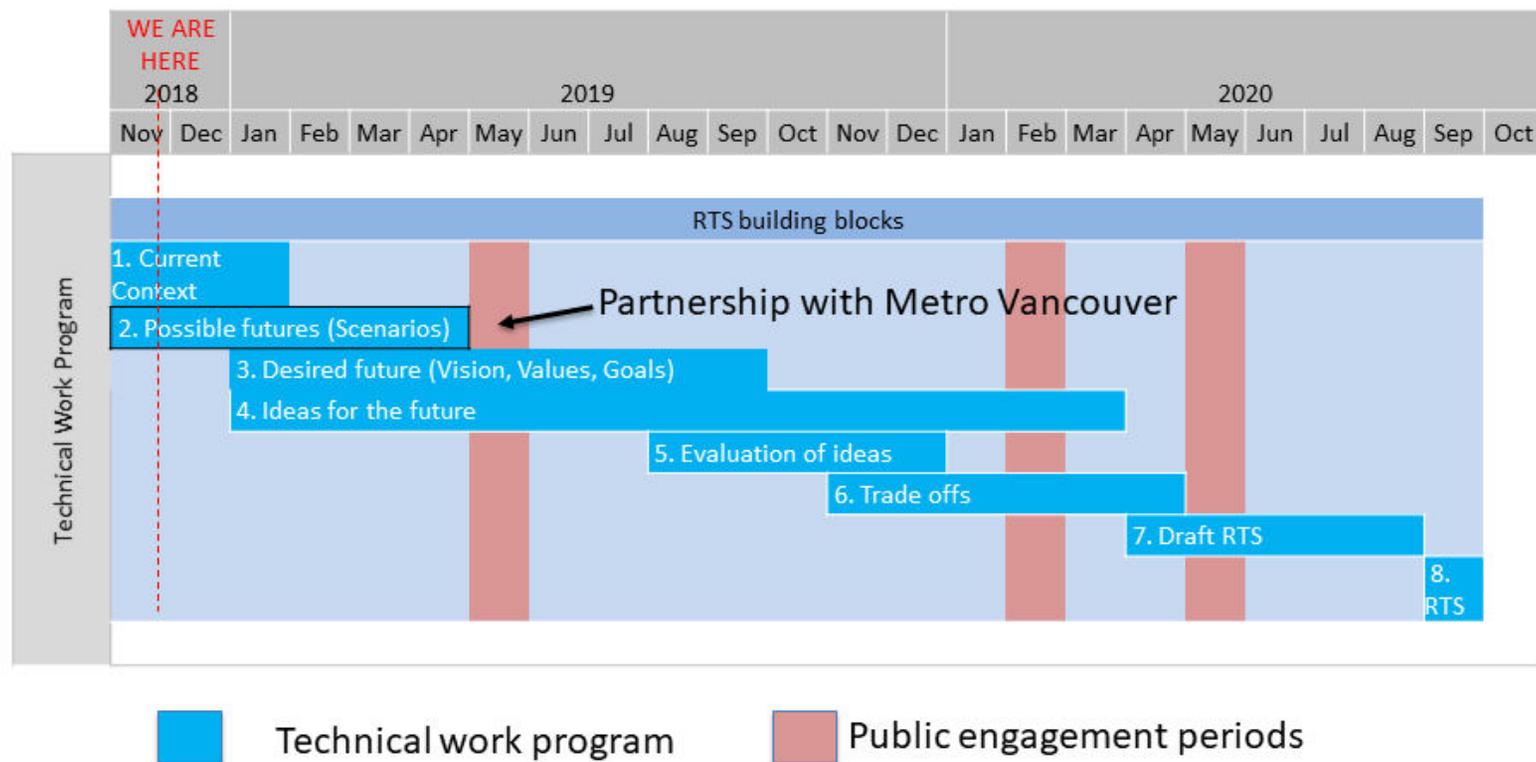


Scenario Planning

Looking out decades and letting the future drive the planning.



Project Schedule



Why Scenario Planning?

- Complements traditional planning processes
- Introduces another dimension to the conventional approach
- Uses collaborative thinking to respond to future challenges and opportunities

Global Economy & Trade

How will changing global trade balances affect the economy of Metro Vancouver?

Changing Nature of Work

What if fewer people have stable employment?

Climate Change

How will rising sea levels affect our transportation network?

Connected & Automated Vehicles

What if everyone had their own automated vehicle?

Long-Range Scenarios: Next Steps

- Build scenarios using the external force themes
- Have subject matter experts validate our assumptions
- Evaluate the performance of the current RTS and RGS under the different scenarios
 - Where are they resilient to multiple potential futures?
 - Where do they perform poorly?
 - Use to understand where we may need to think differently

Engaging the public on the RTS

Purpose

Develop broad and wide-spread agreement on the desired direction for the future of transportation in this region in order to ensure:

- we are building a region that meets the hopes and aspirations of its residents;
- we are building a people-centred transportation system;
- we are building strong public support for future policy, funding and investment decisions

Principle

The engagement process will be broad, inclusive and transparent

Goals

Create awareness & encourage people to think about our transportation future

Build interest by using a range of engagement tools and platforms, in-person and online

Earn public support for the Regional Transportation Strategy

Engagement Approach

Engagement activity will be organized around 3 streams...

Highly-engaged transportation stakeholders

Academics	Subject matter experts
Transportation specialists	Transit enthusiasts
TL employees	Partner agency staff

Broad representation from across the region

Adjacent municipalities	Business
Education sector	
Elected officials (all levels)	Interest groups
Goods-movement sector	Labour
Environmental	Health sector
Travelling public	

Bring in new and different voices

Non-traditional stakeholders	Primary-mode drivers
First Nations communities	Community groups
Youth and students	Multicultural communities
New Canadians	

...using a range of engagement tools and platforms to reach people in-person and online, including:

- Dedicated micro-site
- Citizens' Assembly-style public advisory group
- Info sessions around region
- Speaking tours
- Surveys
- Intercepts with street teams
- Technical workshops
- Facebook presence
- Community & consumer events
- Webinars
- In-language engagement (3-5 non-official languages)

Engagement Timeline

Pre-engagement

PHASE 1: Now – Spring 2019

Start the conversation and build public awareness of the process

Public Engagement

PHASE 2: Spring 2019 – Fall 2020

Develop the vision, explore big ideas, discuss how to achieve the region's goals

Final Report and Implementation

PHASE 3: Fall 2020 onward

Incorporate public input in the final Strategy



Next Steps for RTS

- Continued input and direction via Joint Planning Committee
- Mayors' Council RTS workshop in early 2019 to discuss work underway and key issues for near-term input
- Public engagement on regional values, vision, and big ideas for the future in May 2019

TO: Mayors' Council on Regional Transportation
FROM: Geoff Cross, Vice-President Planning and Policy
DATE: December 7, 2018
SUBJECT: **ITEM 4.2 – South of Fraser Rapid Transit**

PROPOSED RESOLUTION

That the Mayors' Council on Regional Transportation:

1. Endorse the work plan in this report that directs TransLink to:
 - a) proceed immediately with planning and project development work for a SkyTrain on Fraser Highway project. and,
 - b) concurrently, initiate a planning process to refresh the South of Fraser rapid transit strategy, consistent with the 10-Year Vision of building 27 km of rapid transit on the three corridors.
 2. Endorse the cancellation of the Fraser Highway B-Line in the Phase One Plan, and instead direct the planned resources to improving the 96 B-Line and existing services on Fraser Highway.
 3. Receive this report.
-

PURPOSE

The purpose of this report and the attached briefing slides is to deliver on the direction received from the Mayors' Council at the November 15th meeting to propose a work plan and related activities that responds to the change in direction for the South of Fraser Rapid Transit strategy.

BACKGROUND

At the November 15th, the Mayors' Council endorsed TransLink's decision to suspend the Surrey-Newton-Guildford LRT project and passed resolution to:

2. *Use the 10-Year Vision as the basis for South of Fraser rapid transit planning, recognizing the City of Surrey request to change the technology and timing of the Fraser Highway project from LRT to SkyTrain, and draw only on the available funding currently allocated for South of Fraser rapid transit in the Phase Two Plan, and the financial framework for the Phase Three Plan."*
3. *Request the additional analysis and a work plan on "Option 2" in this report, for consideration at the December 13, 2018 meeting of the Mayors' Council.*

These resolutions reflected the need to expediently establish a path for advancing a change in priorities, and concurrently update the plan for the remaining corridors within the 27km of rapid transit in South of the Fraser, committed to in the 2014 Mayors' Vision.

DISCUSSION

The attached briefing deck (Annex 1) is structured to walk the Mayors' Council through the work requested as well as updates on the associated questions raised at the November 15th meeting. Management will provide additional detail during the presentation and discussion of the item on December 13th.

The work plan process charts included in the briefing deck identify the many streams of work that will be undertaken to deliberately refresh the South of Fraser Strategy and advance a SkyTrain project through planning to approvals and procurement. One stream is senior government approvals, who like the region, have processes for making funding approvals on major projects. To ensure that TransLink is providing comprehensive and definitive information, TransLink requested and received clarity from the Province on the senior government approval steps required for a new Fraser Highway SkyTrain project. The Province confirmed this project, like all major projects, will be evaluated based on the Province's Capital Asset Management Framework, that includes the requirement for a detailed business case. Likewise, they confirmed that federal government requires a business case for any project seeking a contribution of over \$50 million. The letters are attached to this report as Annex 2.

The briefing deck identifies some of the opportunities, challenges and risks for implementing the work plan.

Updated information on the actual expenditures to date on the Surrey-Newton-Guildford LRT project is presented, with a recommendation from management to direct further work on this issue to the development of the Project Partnership Agreement (PPA) with the City of Surrey. PPAs are required by TransLink and the Mayors' Council at or before approval of all major projects in an Investment Plan. PPAs include the commitments from municipalities to financial and in-kind contributions towards the cost of the project and the land use and planning commitments that underpin the outcomes and business case.

The shift in rapid transit sequencing to focus on Fraser Highway first creates the immediate need to reconsider the planned Fraser Highway B-Line and the future of the 96 B-Line that runs between Newton, Surrey Central and Guildford. The issue is covered in the briefing materials and a recommendation is included.

Finally, information about the previous work on Surrey to Langley SkyTrain planning is included as context to the processes and timelines included in the work plan. This work also helps start to answer questions about how the project fits with established rapid transit priorities and regional and municipal land use plans and forecasts.

ATTACHMENTS

Annex 1: Management Briefing Report to Mayors' Council

Annex 2: Letter correspondence between TransLink and Province



South of Fraser Rapid Transit

ITEM 4.2 (Annex 1)

Management Briefing Report to Mayors' Council

December 13th, 2018

Purpose

- Endorse work plans to:
 1. Start project development activities- planning, design, business-casing and procurement-readiness - for a Surrey to Langley SkyTrain
 2. Refresh the South of Fraser Rapid Transit strategy
- Review of related impacts on B-Line Planning
- Update on expenditures to date on Surrey-Newton-Guildford LRT

Outline for Briefing

1. Direction and Follow-up from November 15th Mayors' Council meeting
2. Proposed work plan for Surrey-Langley SkyTrain project development and refresh to South of Fraser rapid transit strategy
3. Process opportunities and challenges
4. Expenditure estimates on Surrey-Newton-Guildford LRT
5. Associated B-Line planning changes
6. Overview of previous planning for SkyTrain on Fraser Highway
7. Next steps

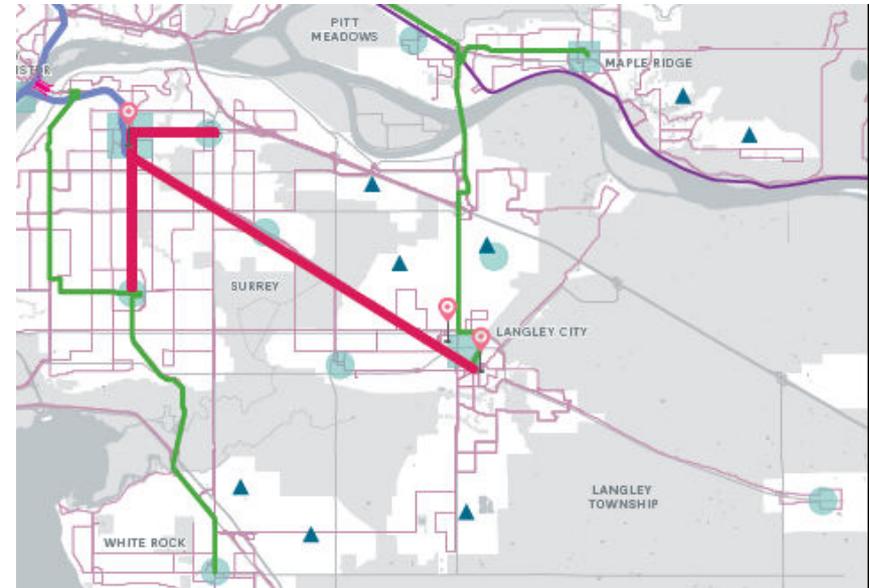
Associated Resolutions from November 15th Mayors' Council

2. Use the 10-Year Vision as the basis for South of Fraser rapid transit planning, recognizing the City of Surrey request to change the technology and timing of the Fraser Highway project from LRT to SkyTrain, and draw only on the available funding currently allocated for South of Fraser rapid transit in the Phase Two Plan, and the financial framework for the Phase Three Plan.

3. Request the additional analysis and a work plan on “Option 2” in this report, for consideration at the December 13, 2018 meeting of the Mayors' Council

“Option 2” Workplan from November 15th, 2018

Proceed immediately with planning, design and procurement readiness works for a SkyTrain on Fraser Highway project. And, concurrently, initiate a planning process to refresh the South of Fraser rapid transit strategy, consistent with the 10-Year Vision of building 27 km of rapid transit along both corridors.



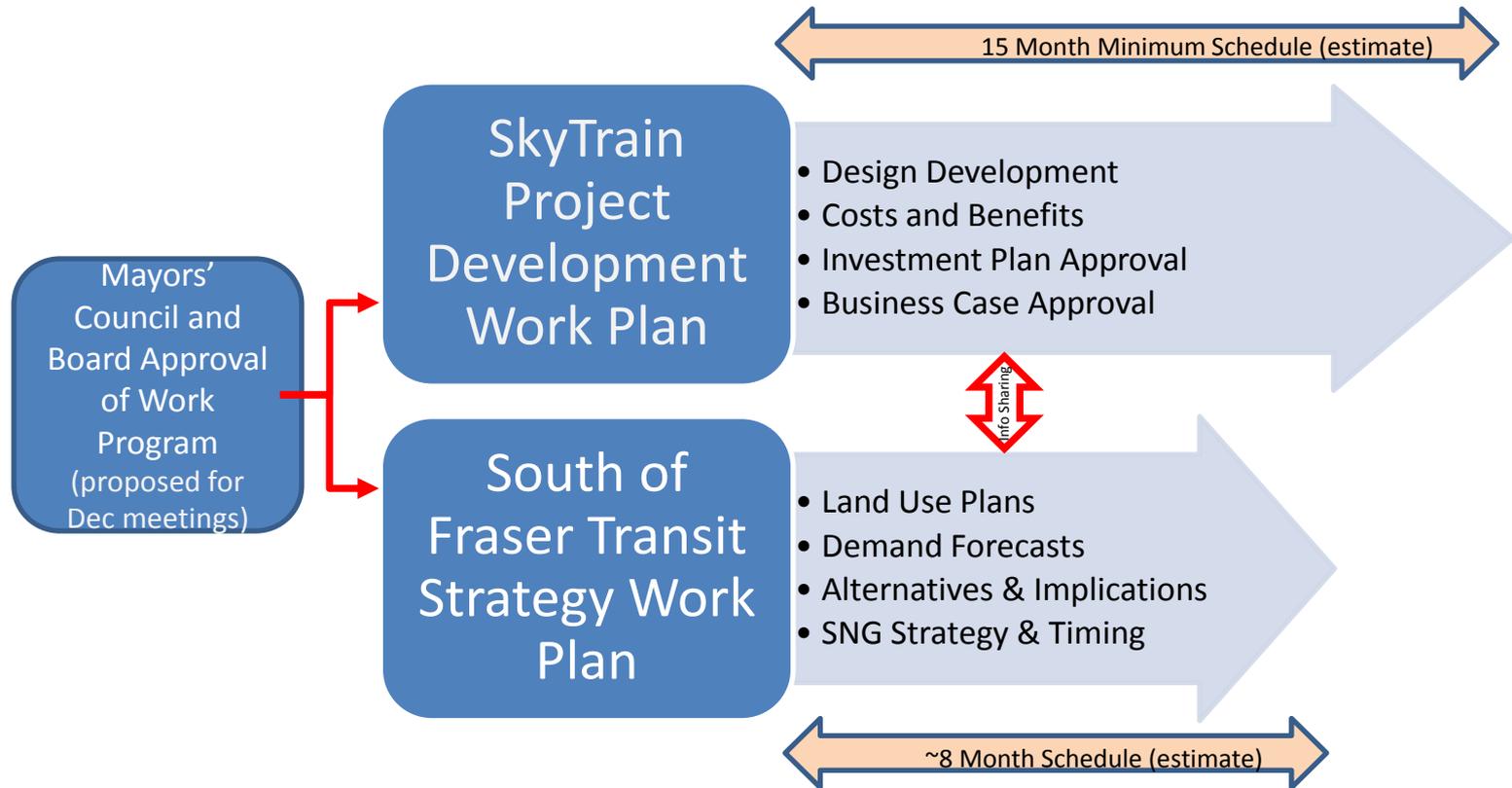
Questions from Nov 15th Meeting to be Addressed by Work Plan

- Will level of analysis and engagement to change to SkyTrain project be on par with original Surrey-Newton-Guildford LRT business case?
- Scope of refresh to South of Fraser Rapid Transit strategy?
- What are the Land Use implications of refreshed strategy on performance and Regional Growth Strategy?
- What are the costs of delay on available funding?
- What will be the commitments from City of Surrey, Langley City and Township of Langley to land use planning and contributions?

Principles Applied to Design Work Plan

- Work quickly recognizing the costs of delay
- Be realistic to conservative in estimating time requirements to avoid setting unrealistic expectations
- Conduct a robust, technical and engagement process to create a cogent Rapid Transit strategy refresh and an effective, deliverable project
- Conduct work streams as concurrently as possible
- Build in interim decision points with policy-makers
- Engage public, First Nations and stakeholders appropriately

Project Development & Transit Strategy Refresh



South of Fraser Strategy Refresh Questions

- With preference to develop SkyTrain business case along Fraser Highway, what are the technology options for other corridors?
- What are the impacts of a refreshed strategy on all corridors on current and future B-Lines and supporting bus network?
- What should be sequencing of the projects?
- What is the likely land use and ridership context?
- What are the public and stakeholder interests?

Per November 15th Mayors' Council direction, assumes starting point is to draw only on the available funding allocated in Phase Two Investment Plan and Phase Three framework.

Surrey to Langley SkyTrain Project Development Work Plan

1. Confirm Design Requirements (next slide)
2. Confirm Construction Parameters (length and duration of work zones; construction windows)
3. Conduct Environmental Reviews & First Nations Engagement
4. Confirm Demand and Ridership Profiles and Service Patterns
5. Confirm Scope and Staging Opportunities with Available Funding
6. Confirm the Project Delivery Model
7. Update Design using the above information
8. Confirm Municipal Contributions
9. Update Benefits, Costs (Capital and O&M) and Benefit/Cost ratio
10. Update TransLink's Investment Plan Update
11. Prepare Draft and Final Business Cases for Senior Government Approval (Provincial Government confirmed project approval processes; letter attached as Annex B)

Surrey to Langley SkyTrain

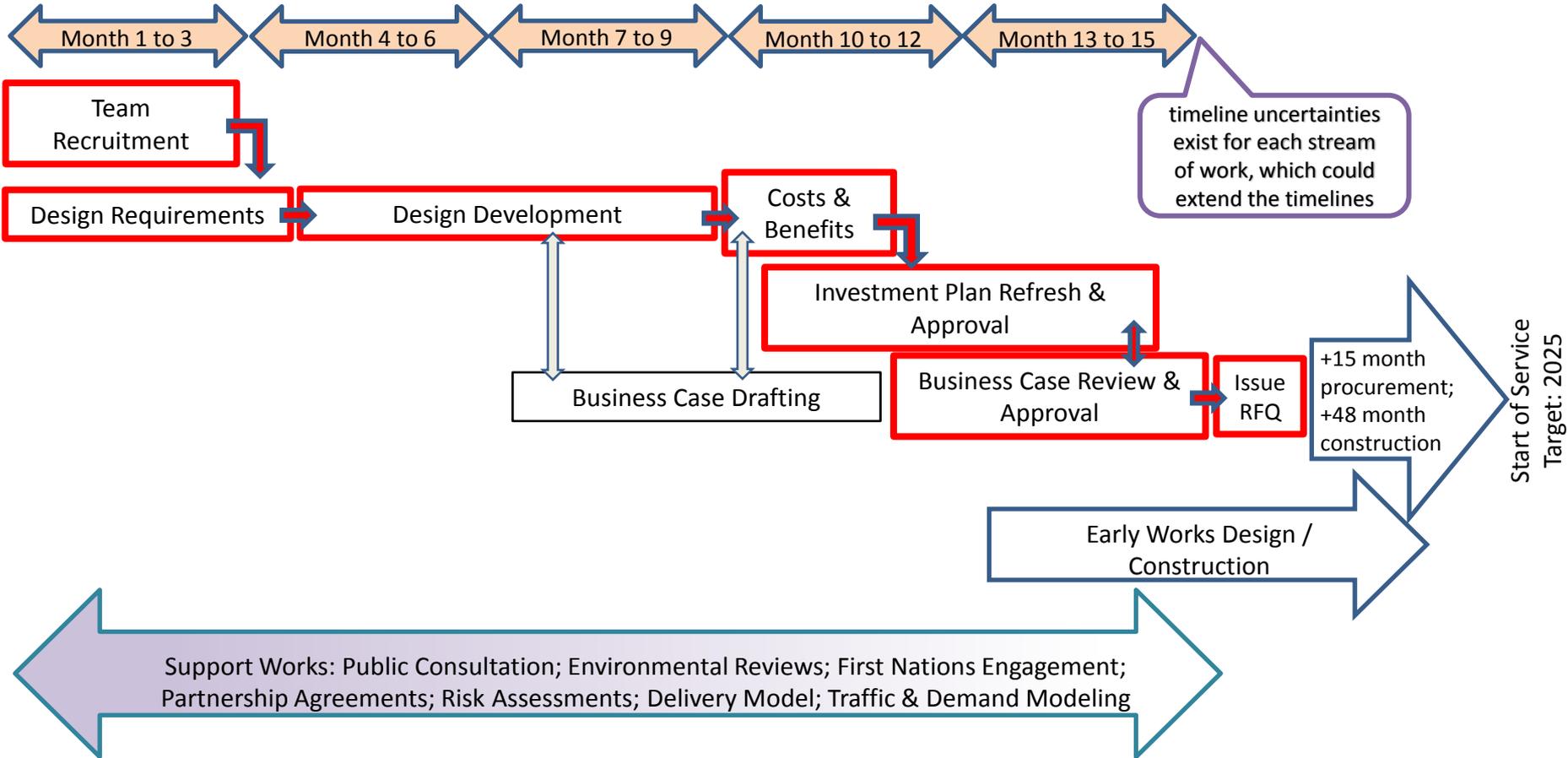
Key Design Requirements to be Confirmed

1. Number and location of stations
2. Guideway placement along Fraser Highway
3. Fraser Highway cross-section and intersection treatment
4. At-grade alignment opportunities and implications
5. Station accessibility & design features
6. park & ride facilities
7. SkyTrain storage and operations/ maintenance facility

Surrey Langley SkyTrain Project Development Timeline

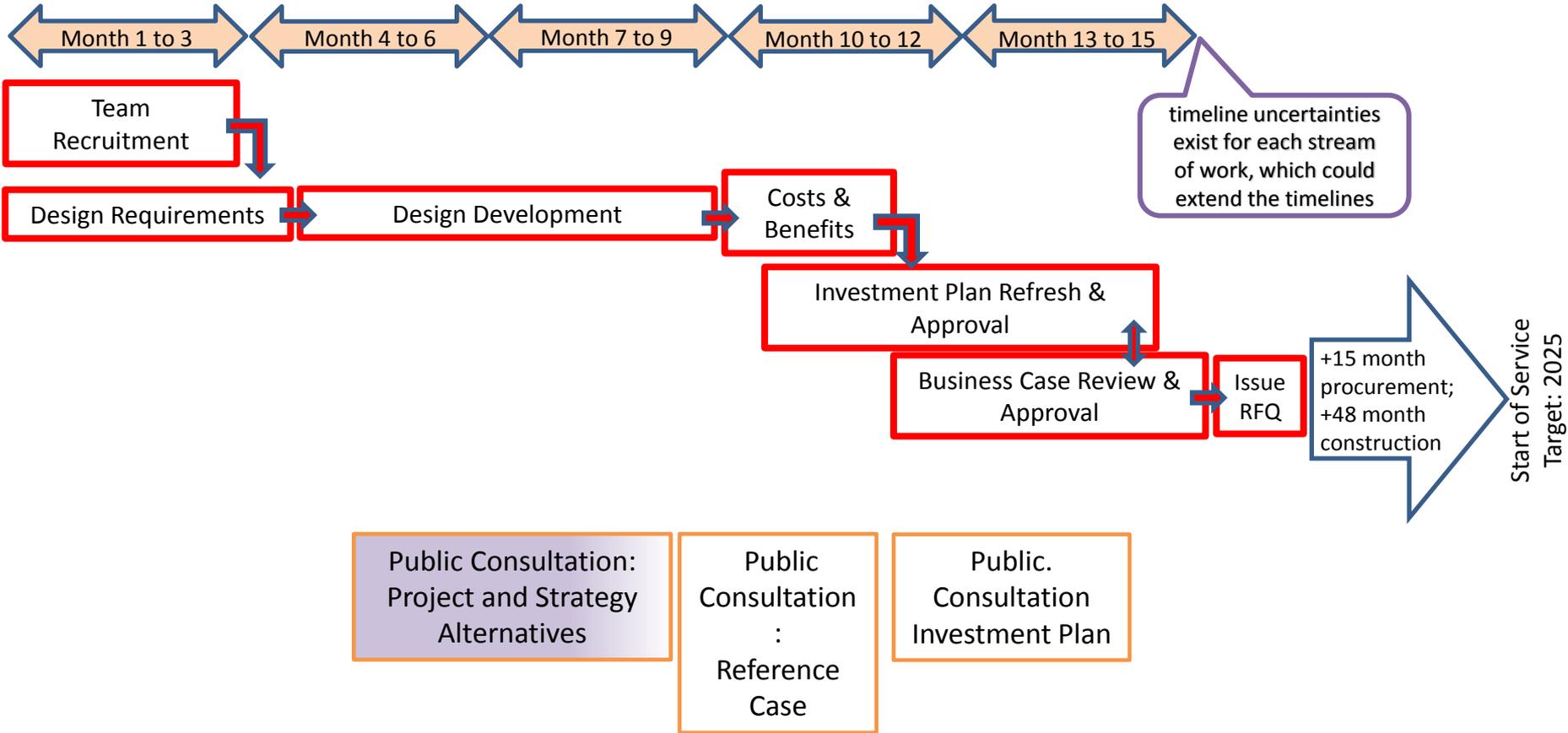
Dec 6 2018

Durations are Estimates and Subject to Change



Consultation Steps

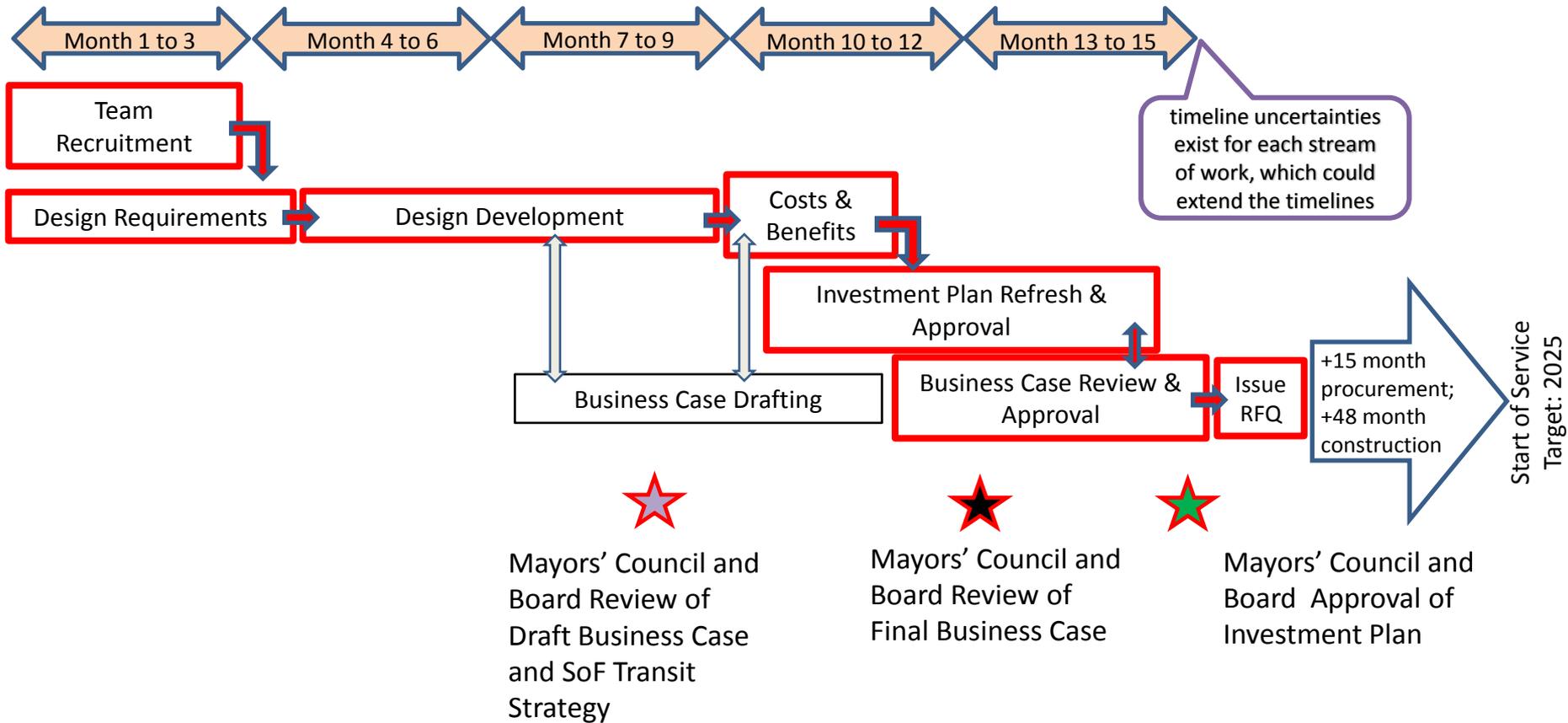
Durations are Estimates and Subject to Change



Mayors' Council and Board Milestones

Dec 6 2018

Durations are Estimates and Subject to Change



Project Development Work Plan: Opportunities

1. Work already completed on the project from 2015 to 2017
2. Recent SkyTrain project completion (Evergreen Extension)
3. Recent rapid transit business cases
 - a) Process familiarity
 - b) Working relationships across agencies including Partnership Agreements
4. Regional knowledge and expertise of SkyTrain technology
5. Leverage on-going Broadway Subway Project experience
6. Work Plan Funding Availability: \$30m in 2019 Budget
7. Interim Check-In Opportunities with Mayors' Council and TransLink Board
 - a) Draft Business Case
 - b) Final Business Case
 - c) Project Partnership Agreements with municipalities
 - d) Investment Plan

Project Development Work Plan: Risks

1. Design Requirements Confirmation Timelines
2. Municipal Contribution / Agreement Timelines
3. Senior Government Approval Timelines
4. Environmental Review Findings & Requirements
5. Confirmation of Robust Business Case
6. Complexity of potential two-stage solution for design and procurement
7. Competing and concurrent priorities

Surrey-Newton-Guildford LRT Expenditure Updates

- Detailed accounting of expenditures versus budgeted amounts presented in November 15th report
- Exploration of implications of potential reimbursement obligations
- Potential impacts of write-downs of expenditures

SNG Expenditure Updates

Date	Item	Nov 15 th Estimate	December 2 nd Estimate
2015 to 2016	P3 Canada Business Case	\$7.9m	\$7.9m
2016 to 2018	PTIF 1 Business Case, Due Diligence and Procurement Readiness	\$20m	\$21.9m
2018	Pre-Approval Project Works, including traffic modeling, drafting the master municipal agreement, design refinement, specifications definition, public and First Nations consultation, finalizing environmental reviews	\$13m	\$10m Being confirmed
2018 to 2019 (in progress)	Post-Approval RFQ & RFP Management Figure can be reduced by suspending project	\$7.5m (in progress)	
Subtotal specific to SNG LRT Project Planning, Design and Readiness		~\$48m	\$39.8m
2018	PTIF 1 Early Works Construction nearly complete: Bear Creek Bridge & 104/105 Utilities*: \$16.4m Designed, tendered and ready to award: Guildford Exchange**: \$12.6M • Benefits any future rapid transit project, as well as the MRN and other travel modes ** Significant benefits to transit regardless of SNG LRT but part of SNG overall capital budget	\$29m	\$16.8m Guildford Exchange (\$12.6m) was part of PTIF 1 but not part of SNG LRT envelope
Total Expenditures / specific to \$1.65B SNG Capital Budget		~\$77M	\$56.6M

Surrey-Newton-Guildford LRT Expenditure Updates

Exploration of implications of potential reimbursement obligations

Management recommends that consideration of potential reimbursement obligations be included in the development and approval of the Project Partnership Agreements

Partnership Agreements are required for all major projects, documenting municipal commitments to:

- the land use and planning commitments to increase certainty of successful project outcomes underpinning business case,
- financial and in-kind contributions towards the project capital costs

B-Line Bus Service Implications

- New B-Line on Fraser Hwy is scheduled for implementation in Fall 2019, as approved in Phase One Plan
- Planning, consultation, and design for new service, customer amenities and transit priority has been completed and ready for tender
- There are no current plans to improve the 96 B-Line on the Surrey-Newton-Guildford corridor to new B-Line standard as was assumed to convert to LRT
- Crowding exists on both corridors- important to build ridership as precursor to rapid transit on both corridors
- Implementation of some infrastructure on Fraser Hwy, such as new digital bus signs, does not make sense if corridor may soon be under construction

Fraser Hwy B-Line plan to improve bus service to South of Fraser

Proposed Elements:



Frequent

- 8 minutes in peak times
- 10-15 minutes at other times



Improved speed and reliability

- All-door boarding
- Streets are redesigned to improve travel time
- High-capacity articulated buses



Distinct brand and amenities

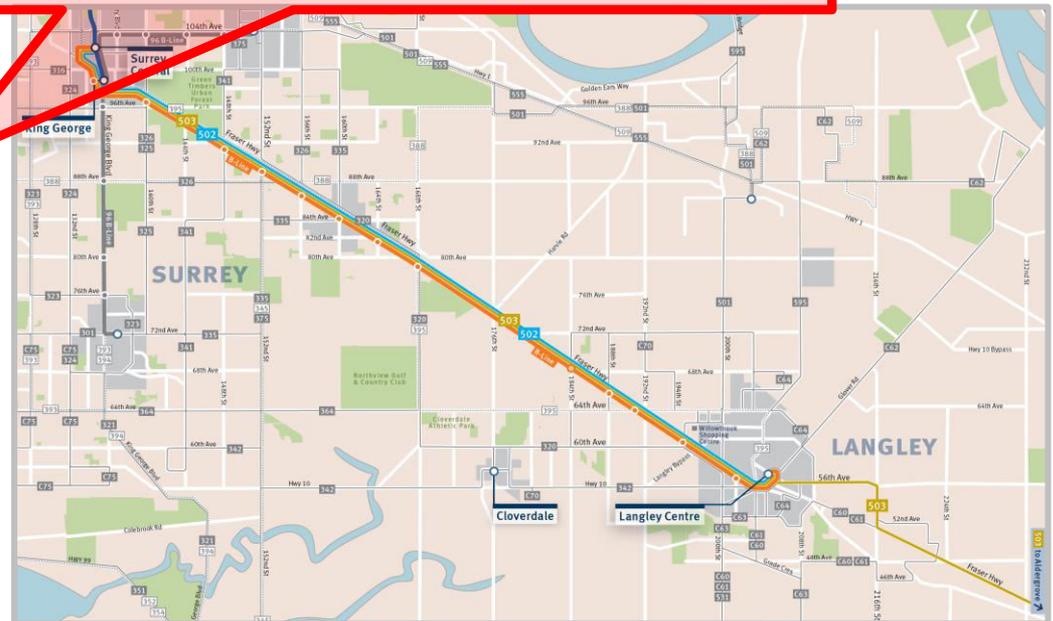
- Buses and stops have a different look
- Stops have Next Bus digital signage
- Route information inside buses



Available all day, every day

- Service from 5 a.m. to midnight, or better

Impacted by SkyTrain project construction-reliability and at risk infrastructure



B-Line Proposed Alternative Plan

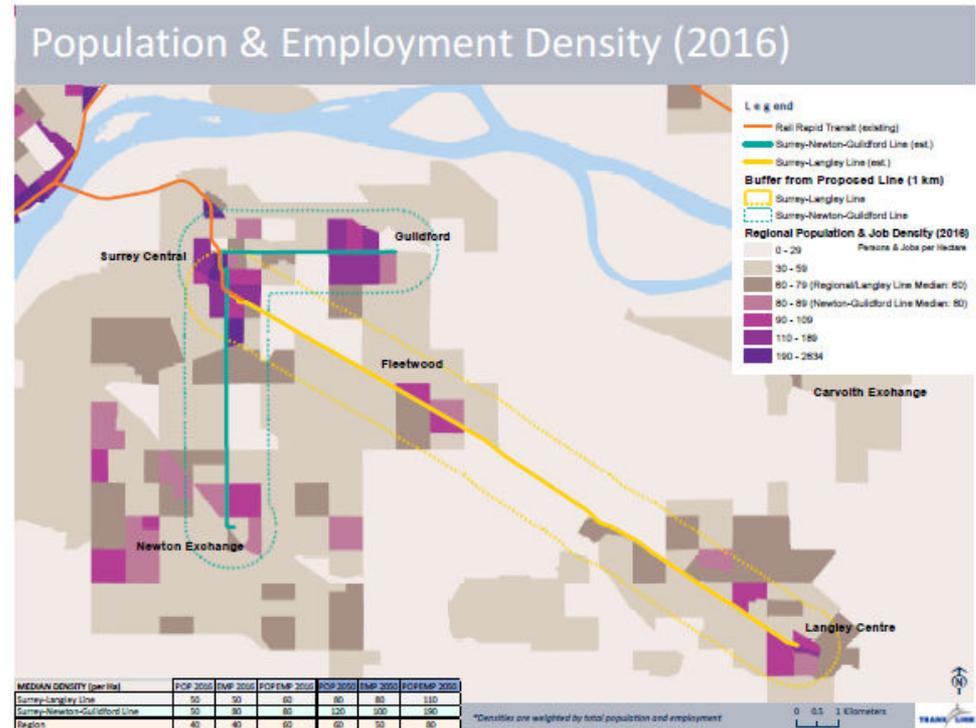
- Cancel the B-Line on Fraser Hwy, given proposed SkyTrain project construction
- Shift portion of infrastructure funding and service expansion to Surrey-Newton-Guildford corridor to upgrade 96B-Line to be consistent with new B-Line service program (customer information, branding) and address current crowding
- Develop a new service plan for Fraser Hwy that addresses overcrowding and improves service quality on the corridor (routes 502 & 503).
 - Public consultation may be required on new service plan.
- Proceed with cost-effective transit priority measures on Fraser Hwy which will benefit all transit customers using the corridor and Langley Centre and help build ridership in support of rapid transit.

Past work on Surrey to Langley Rapid Transit

- Rapid transit along Fraser Highway connecting Surrey and Langley has been identified as a priority for over two decades
- Future population and employment forecasts along and that feed into the corridor, continue to support advancing rapid transit per the 2012 study
- Work was updated in 2016 and 2017 to inform potential alternatives analysis at future date
- Potential corridor, stations and preliminary costs and ridership exist
- Will need to work with the City of Surrey, Langley City and Township Langley on more detailed land use planning commitments to inform the business case and feed into Project Partnership Agreements

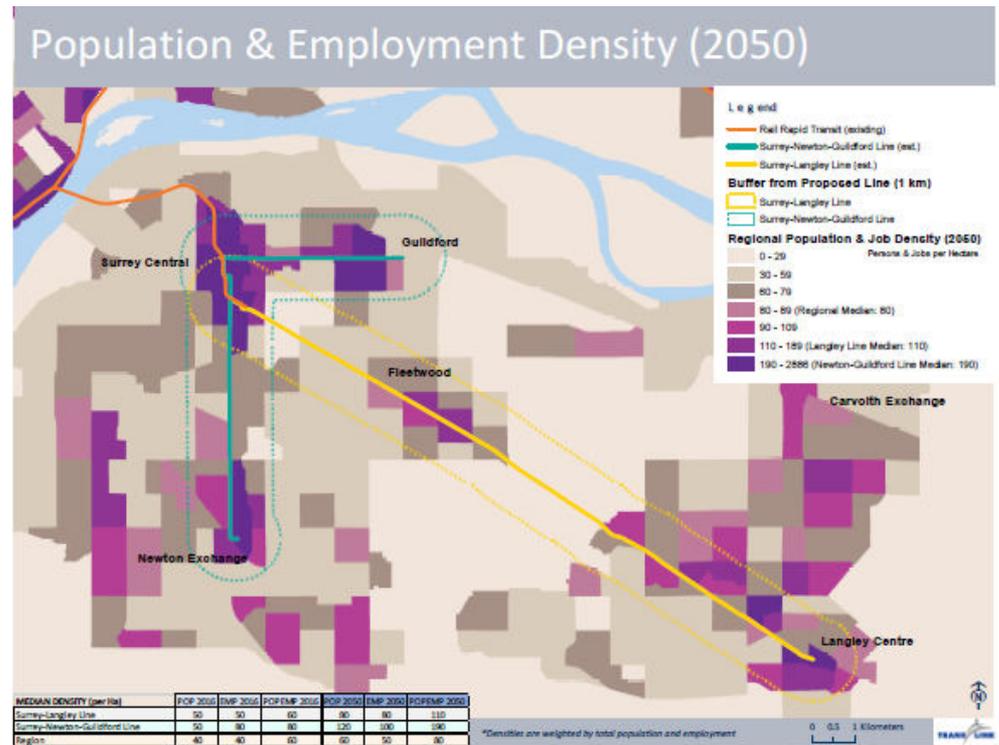
South of Fraser Rapid Transit Growth Forecasts: Current Conditions

- 2012 Rapid Transit Strategy identified that land use and transportation forecasts supported rapid transit business cases for:
 - King George Boulevard
 - 104th Ave
 - Fraser Highway



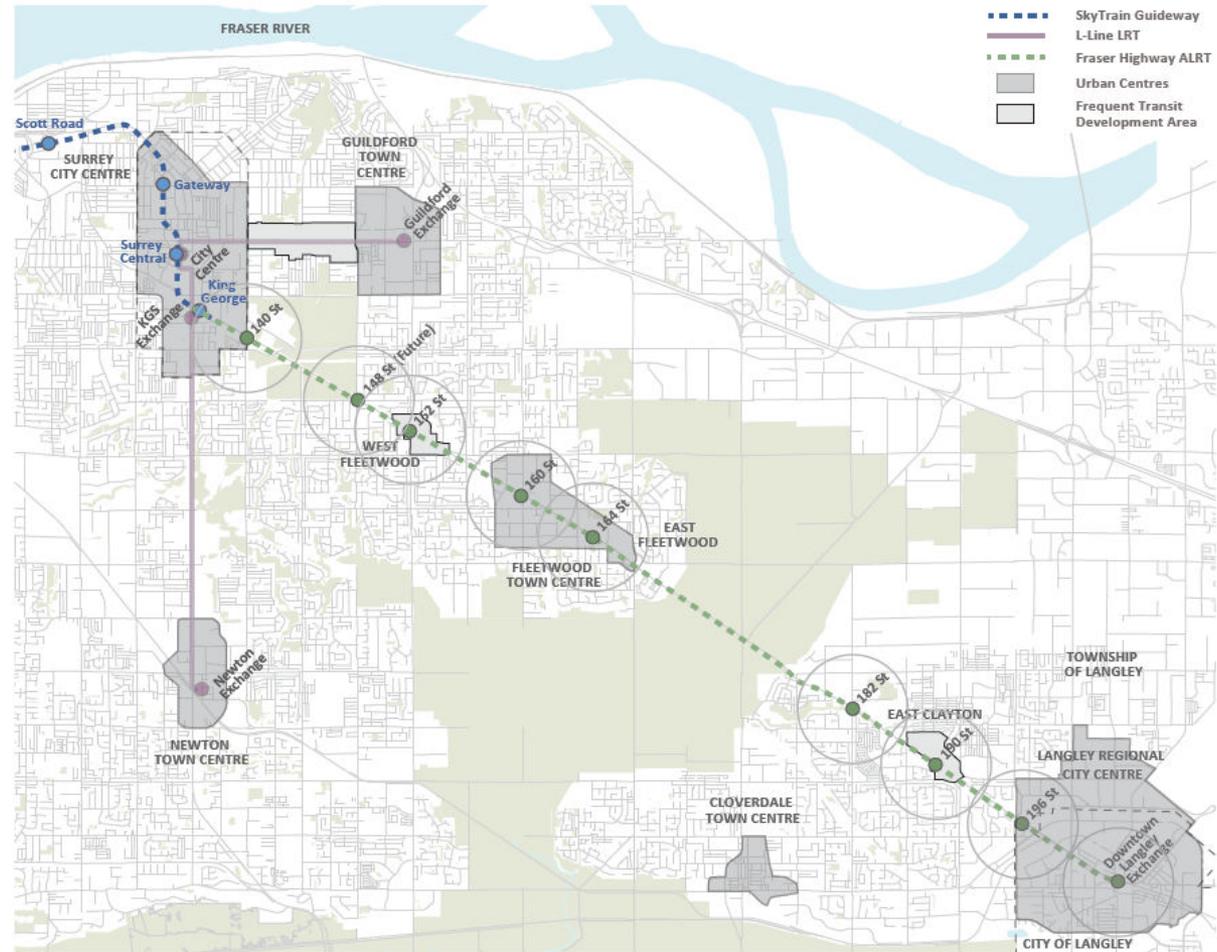
South of Fraser Rapid Transit Growth Forecasts: Future

- 2050 Forecasts are based on Metro Vancouver projections from the Regional Growth Strategy



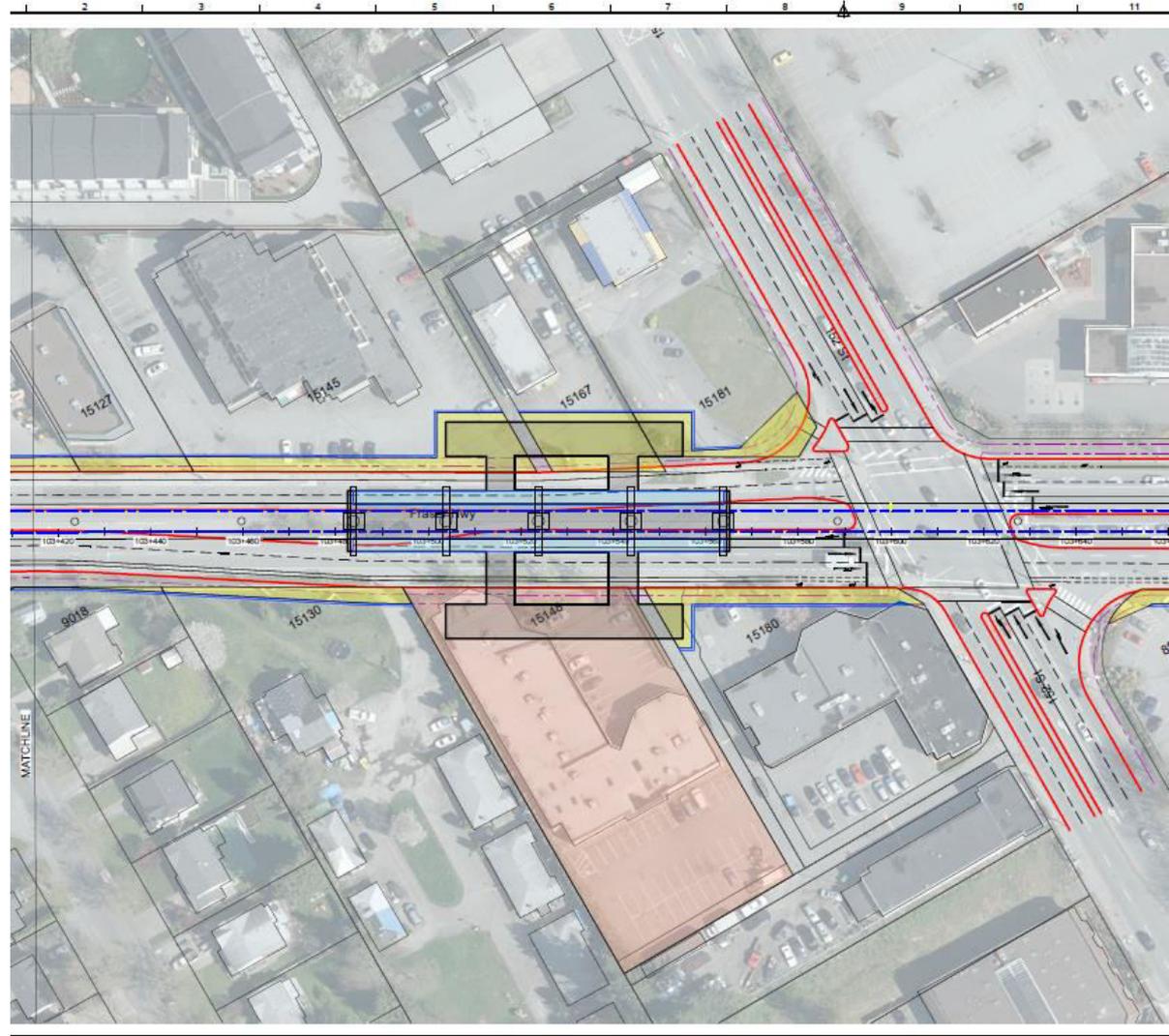
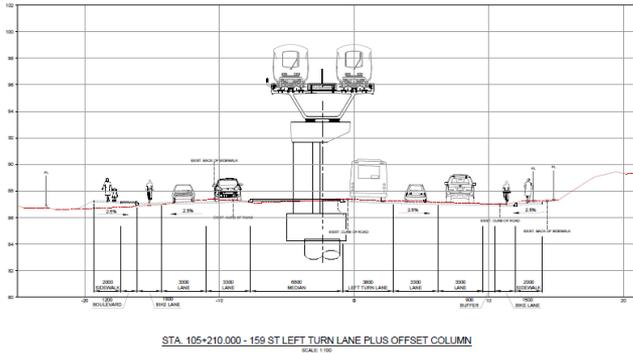
Alignment Concept Summary

- 16 km elevated SkyTrain Expo Line extension
- 8 stations (+1 future station)
- Bus exchanges at Willowbrook and Langley Centre
- 55 SkyTrain cars
- Allowance for new/expanded operations & maintenance facility



Preliminary Reference Concepts Developed for costing

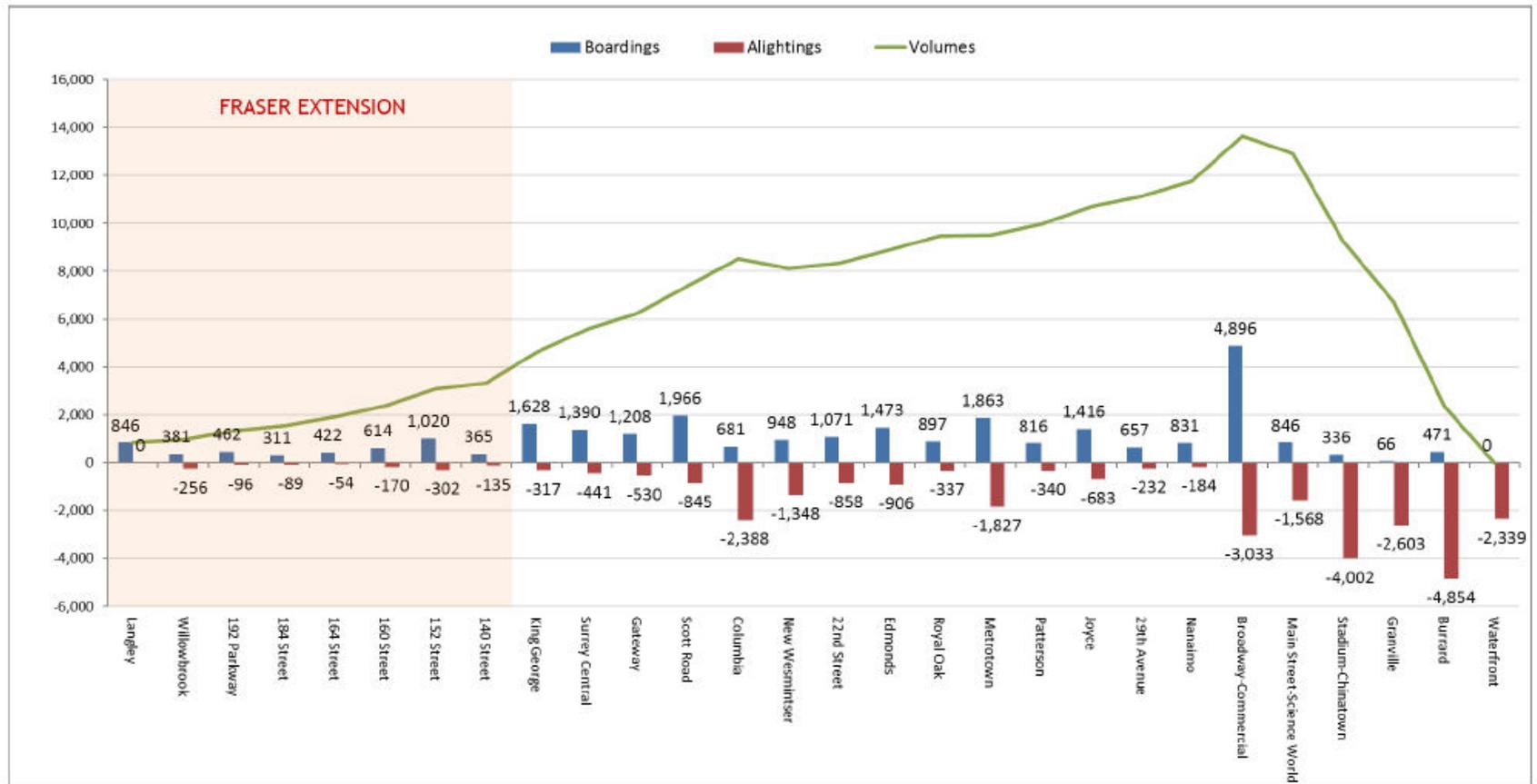
E.g 152 Street



Preliminary Ridership Profile Estimates

- Modeling will be updated for opening day, 2035 and 2050

Figure 3.3: Expo Line Fraser Highway Extension – WB Ridership (2045 AM Peak)



Next Steps

If Resolutions endorsed by Mayors' Council, TransLink Board will consider the same.

- Start staff and consultant resourcing
- Start implementation of work plan
 - Develop detailed work program for engagement with Mayors' Council, Board and interagency staff committee
- Work on detailed approach for B-Line changes in collaboration with Surrey and Langley City
- Report back on progress in January

Recommended Resolutions

That the Mayors' Council on Regional Transportation:

1. Endorse the work plan in this report that will have TransLink:
 - a) proceed immediately with planning and project development work for a SkyTrain on Fraser Highway project. and,
 - b) concurrently, initiate a planning process to refresh the South of Fraser rapid transit strategy, consistent with the 10-Year Vision of building 27 km of rapid transit on the three corridors.

2. Endorse the cancellation of the Fraser Highway B-Line in the Phase One Plan, and instead direct the planned resources to improving the 96 B-Line and existing services on Fraser Highway.

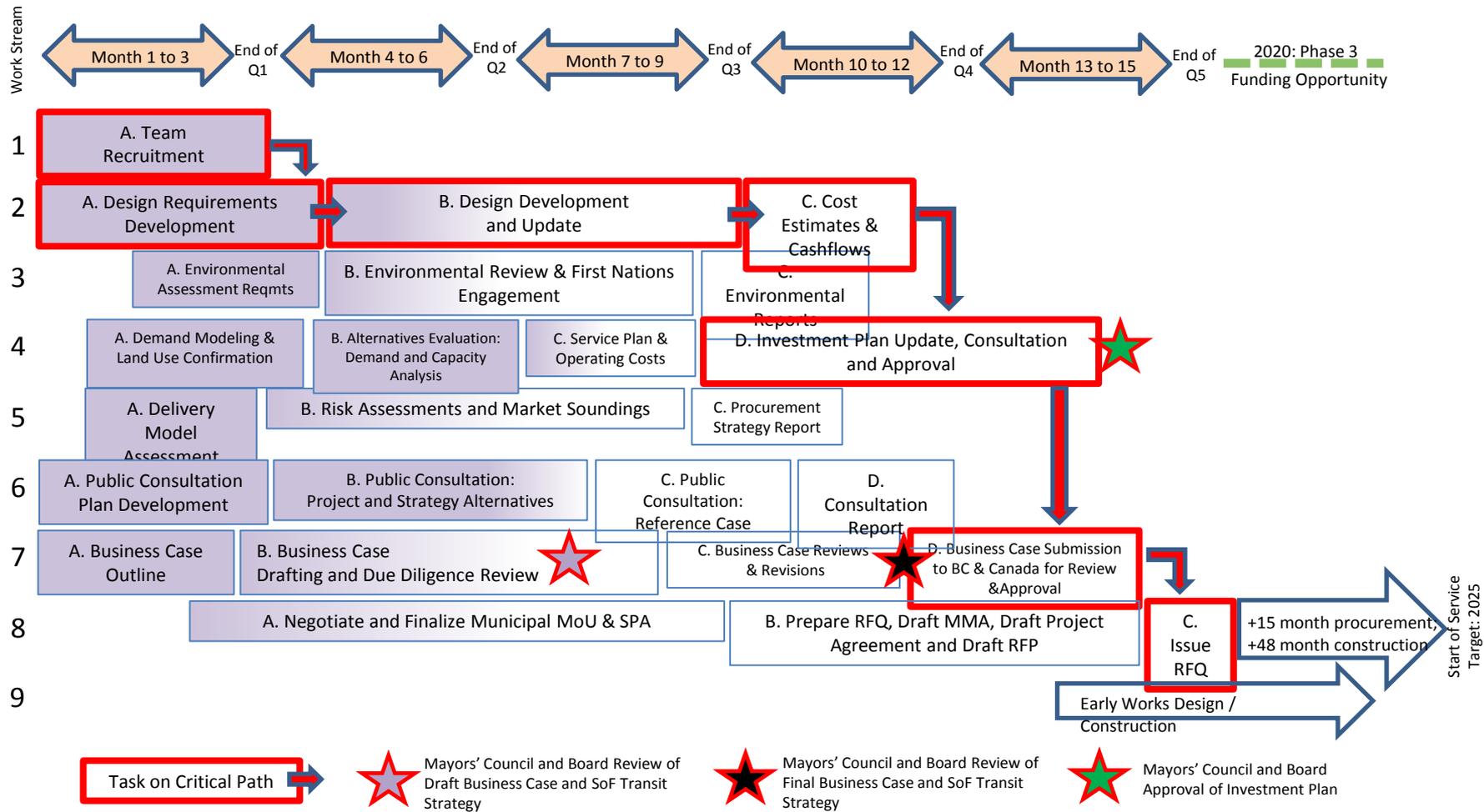
3. Receive this report.

RESOURCE SLIDES

Surrey Langley SkyTrain Project Development & SoF Transit Strategy Timeline

Durations are Estimates and Subject to Change

Dec 3 2018



Confidential Draft: for Discussion Only