



**MAYORS'
COUNCIL**

On Regional Transportation



CURE CONGESTION 2019 FEDERAL ELECTION PLATFORM

Let's Keep Metro Vancouver Moving
CureCongestion.ca

LET'S KEEP ON CURING CONGESTION IN METRO VANCOUVER

Anyone who tries to get around this region knows: Metro Vancouver is still suffering from a bad case of congestion. People experience this congestion every day. It's the overcrowding on our transit system. It's bottlenecks on our roads that delay people and commerce.

As the region's mayors, we are working to make life better and more affordable for people, to protect our environment, and make sure our strong economy continues to prosper and grow – and we refuse to stand by and let congestion hold us back.

With demand for public transit growing at a record pace, and another one million people arriving in Metro Vancouver over the next two decades, the pressures on our transportation network will only increase. We've started to make investments in our

We're asking all federal political parties and Metro Vancouver voters: Join us in making congestion an issue in this election.

transportation system, but we have to keep investing or risk falling further behind.

The next Government of Canada will decide whether transit and traffic in the region keeps getting better or gets worse. With a federal election later this year, the Mayors' Council is calling on all major parties to commit to curing congestion.

The first step is a **Congestion Relief Fund**

We're joining municipalities nation-wide through the Federation of Canadian Municipalities (FCM) in calling for a permanent, predictable, direct federal funding mechanism for modern public transit across Canada. This fund would guarantee Metro Vancouver the transportation funding needed for our most urgent congestion-fighting transit and road investments.

Why "Cure Congestion"?

Imagine if the one million new residents coming to our region over the next 20 years bring with them as many cars as Metro Vancouverites own today. There could be more than 600,000 new vehicles trying to find space on our already crowded streets. We need to stay focused on addressing congestion in order to protect our environment and quality of life, and to improve affordability for people across Metro Vancouver. If the federal government fails to provide sustained funding alongside provincial and regional investments for transportation improvements, our transit system will become severely overcrowded and traffic on our roads will become gridlocked.

MOVING FORWARD

The cure for congestion has never been closer and the region has made real progress in the past few years, thanks to a strong partnership between the federal, provincial and local governments. We have a successful model where the Mayors' Council establishes regional priorities for transportation investments within the TransLink service area, with provincial and federal governments contributing essential funds to make these projects happen. We need the federal government to stay on-board by making a long-term commitment to the transportation infrastructure our region desperately needs.

THE CONGESTION RELIEF FUND

The **Cure Congestion** campaign is about more than asking the federal government for more money. We need Ottawa to change the way they partner with communities on transportation infrastructure.

With a **Congestion Relief Fund**, Metro Vancouver would have a long-term, predictable stream of federal funding that would allow us to do smarter long-term planning that takes into account not only **transit** and **roads**, but also **housing** and **community services** that balance the needs of our growing population, and that keep our communities livable now and far into the future.

- The Mayors' Council is asking all the federal parties to commit to creating a Congestion Relief Fund. This is a permanent, predictable and direct federal fund that can be invested alongside local and provincial government commitments, and guarantees Metro Vancouver the transportation funding needed for our most urgent congestion-fighting transit and road investments.
- FCM is calling for the creation of this permanent funding mechanism – a Congestion Relief Fund, as we are calling it – to sustain the current trend in federal investments in transit infrastructure, which would translate to a national fund of \$3.4 billion annually starting in 2028.
- Such a fund, delivered on the basis of ridership, would deliver an estimated \$375 million annually to TransLink, starting in 2028, and would provide the federal funding share necessary to complete the remaining projects in the 10-Year Vision and begin building the new transit projects that will be identified through the upcoming update to the 30-Year Regional Transportation Strategy.
- The Congestion Relief Fund is an opportunity to make sure Metro Vancouver can continue to prosper and grow, and it will help foster a more direct line of communication between the region's mayors and Ottawa.




**BC Chamber
of Commerce**

"B.C. is leading national growth, but this won't continue if we can't figure out how to move our people and goods. We need to understand that Metro Vancouver's transportation system has implications for the entire provincial economy. For this reason, the completion of the 10-Year Vision has to be a top priority."

VAL LITWIN, PRESIDENT AND CEO - BC CHAMBER OF COMMERCE

A GOOD START

After a decade without sustained investment in transit across Metro Vancouver, federal and provincial governments have recently joined local government and begun investing in transportation again – by starting to implement the 10-Year Vision for Metro Vancouver Transit and Transportation in late 2016.

Metro Vancouver residents want more and better transit. We've seen the benefits of projects like the Canada Line and Evergreen Line, which have connected more communities to rapid transit and given people options to leave their cars at home. Now we're starting to add more frequent bus, SeaBus and SkyTrain service across the system, with over \$9 billion committed so far through the 10-Year Vision. These investments are getting us started on addressing congestion and overcrowding:

NEW BUSES AND AN 18% INCREASE IN BUS SERVICE REGION WIDE

- That's roughly 130,000 new spaces on 2,500 bus trips a day – enough space for Canucks fans to fill six Rogers Arenas.
- New service areas in Burke Mountain, Clayton Heights, Morgan Creek, Willoughby, Silver Valley, Brookwood, Albion, Thornhill, Harbourside, East Fraser Lands, East Fraser Heights, and 68th Avenue in Surrey.

A NEW SEABUS

- Coming soon, the third Seabus will be capable of carrying 385 people. With a peak period increase from four to six trips hourly, this new vessel will provide space for 1,540 more passengers per hour.

NEW SKYTRAIN VEHICLES

- TransLink has purchased 26 new trains, each of which are designed to carry 532 people – more than the Senate and the House of Commons combined. The trains started arriving in late 2018 and will continue to arrive and be put into service.

NEW FUNDING FOR ROADS, CYCLING AND WALKING

- Through expansion of the Major Road Network, 237 additional lane-kilometres of municipal roads are now eligible for operations, maintenance and rehabilitation funding throughout 2019 and 2020.

Despite the 10-Year Vision's historic increases in bus and SkyTrain service, an explosion in new ridership is outpacing planned expansion. The result: continued overcrowding on our buses and SkyTrain.

- 52 bus routes had consistent, sustained overcrowding for one hour or more in fall 2018 (14 more routes than in fall 2016)
- The number of bus trips that had overcrowding in fall 2018 increased by 36% since fall 2016.

"Metro Vancouver has made progress curing congestion, but more needs to be done. We need to provide residents with improved, reliable, convenient and well-connected options for walking, biking and taking transit."

ERIN O'MELINN, EXECUTIVE DIRECTOR
- HUB CYCLING



"A Congestion Relief Fund would enable our region to think big and act quickly on important transit-related projects such as SkyTrain to UBC. I fully support the Mayors' Council's goal of better connecting employment, housing, and educational destinations throughout Metro Vancouver."

SANTA J. ONO, PRESIDENT
- UNIVERSITY OF BRITISH COLUMBIA



THE UNIVERSITY OF BRITISH COLUMBIA

MORE TO DO

We need to accelerate completion of the 10-Year-Vision now, so we can stay ahead of surging ridership growth and start the next phase of projects to be defined in the 30-year Regional Transportation Strategy (RTS).

The remaining projects in the 10-Year Vision include:

- Completing the **rapid transit network** in Surrey and Langley
- **Increasing bus and HandyDART service** in every corner of the region
- **Upgrading SkyTrain** with increased frequency and station upgrades, and adding more West Coast Express cars
- **Extending the Millennium Line** down Broadway from Arbutus to UBC
- Building **5 new high-capacity and high-frequency express bus routes** in Pitt Meadows and Maple Ridge, Langley, White Rock, Surrey, North Vancouver, Burnaby and Vancouver
- Increased funding for **regional cycling and walking projects.**
- Improving road conditions for drivers through **continued upgrades to the Major Roads Network**
- Connecting the Millennium Line to SFU Burnaby campus via a potential **gondola**

The 30-year Regional Transportation Strategy will identify projects and services beyond the 10-Year Vision that are needed to respond to coming trends, challenges and priorities, potentially including higher capacity transit in areas currently underserved by rapid transit like the North Shore, the fast-growing South of Fraser area and the north-east sector.

According to a 2017 survey, **81 per cent** of Metro Vancouver residents say transportation delays cause them lost time every week, and **80 per cent** are frustrated with the unpredictability of travel times.¹

67 per cent of Metro Vancouver residents believe the federal government should at least match funding provided by the provincial and local governments for local transportation improvements, according to a 2019 survey.²

¹. Source: Ipsos survey, 1,002 Metro Vancouver residents, conducted September 12-19, 2017.

². Source: Mustel Group survey, 2,500 Metro Vancouver residents, conducted January 28 – February 7, 2019

“With campuses in Burnaby, Surrey and Vancouver, having a dependable and efficient transportation system that works for everyone is vital for Simon Fraser University and the communities we serve. Further stable federal investments in transportation infrastructure, as contemplated by the Mayors’ 10-Year Vision, are needed to ensure that we continue to develop the transportation system this growing region so badly needs.”

ANDREW PETER, PRESIDENT - SIMON FRASER UNIVERSITY



“From drivers to transit riders to the transportation industry to our environment and economy - everyone suffers from traffic congestion. We need sustained funding from all levels of government to reduce it.”

PETER LADNER, CHAIR - BETTER TRANSIT AND TRANSPORTATION COALITION



BENEFITS FOR EVERYONE

AFFORDABILITY

Making smart investments in transportation will give residents and businesses more options and save them money. If we can make it easier to get around the region, residents will have better access to affordable options for housing and transportation. And for drivers, the less time you spend idling, the less money you will spend on gas and maintenance. For families who need to drive to work most days, the 10-Year Vision will put more than \$500 back into your pockets each year.

"I think the 10-Year Vision is important to student life. It ties in to affordability and helps meet students' needs by providing more public transportation alternatives to help them get to their classes on time."

MICHELLE LAM, MULTIPASS PROGRAM COORDINATOR -
KWANTLEN STUDENT ASSOCIATION



BETTER COMMUTES

Residents who choose to use their vehicles will spend less time stuck in traffic slowdowns. Transit riders will be more comfortable on less crowded trains and buses. Just by completing the 10-Year Vision, we can provide 70% of Metro Vancouver residents – 1.5 million people – with such frequent transit service they won't need a schedule.

"Having a strong public transit network is absolutely essential to supporting healthy, active and independent seniors in our communities. Our quality of life depends on sustained investments in transportation from all levels of government."

KAHIR LALJI, PROVINCIAL DIRECTOR, POPULATION
HEALTH - UNITED WAY OF THE LOWER MAINLAND



SAVING TIME

Faster commutes, fewer pass ups, and expanded services and schedules means more time spent with family and friends. It also means more options for moving around the region for work or play. Completing the 10-Year Vision would save commuters as much as 30 minutes on their daily travels, and help strengthen our local economy by keeping commercial traffic moving across the region.

"The federal government needs to support projects that have wide community support, such as the UBC SkyTrain, that will hugely impact people from across the region."

CRISTINA ILNITCHI, VP EXTERNAL AFFAIRS
- AMS STUDENT SOCIETY OF UBC VANCOUVER



“Investing in public transportation options is critical for the long-term strength of our regional economy. Employees need to be able to get to work from where they can afford to live. It is more important than ever for the federal government to provide sustainable funding.”

PATRICK STAFFORD-SMITH, CEO
- NORTH VANCOUVER CHAMBER



STRONG COMMUNITIES

A constant, reliable stream of federal funding would allow Metro Vancouver to do smarter long-term planning that takes into account not only transit and roads, but also housing and community services that balance the needs of our growing population, and that will keep our communities livable.



ECONOMIC PROSPERITY AND GROWTH

At a time of economic uncertainty, Metro Vancouver plays a key economic role for all Canadians as our primary Asia-Pacific gateway and an important link to our largest trading partner – the United States. Investing \$3 billion towards completing the 10-Year Vision would move both people and goods across Metro Vancouver more efficiently and effectively, resulting in over \$9 billion in regional economic growth that supports good jobs for people.



“Transportation is one of the largest sources of GHG emissions in the country, so to have an effective national climate change plan, we need to modernize and upgrade our transportation networks in Canada’s big cities.”

IAN BRUCE, DIRECTOR, SCIENCE AND POLICY
- DAVID SUZUKI FOUNDATION



PROTECTING OUR HEALTH AND ENVIRONMENT

Creating a robust system which increases transit use and helps limit the number of cars on the roads gives Metro Vancouver the ability to maintain our current carbon footprint and decrease transportation-related per capita GHG emissions that cause climate change, even as the region grows by more than 1 million people. Completing the 10-Year Vision could translate to nearly \$350 million in health benefits for Metro Vancouver – a direct result of improvements in infrastructure that permit people in the region to incorporate more active transportation into their daily routines.

“All levels of government have made commitments to reducing poverty and enhancing the public’s health, so it is up to all levels of government to play a role in accelerating the completion of the 10-Year Vision.”

RITA KOUTSODIMOS, EXECUTIVE DIRECTOR
- BC ALLIANCE FOR HEALTHY LIVING



WHERE DO THE PARTIES STAND?

When Metro Vancouver residents cast their ballots for their local candidates in the Canadian general election, they need to know what each of the federal parties will do to address traffic congestion and overcrowding on public transit in Metro Vancouver. As mayors and community leaders responsible for setting priorities for what the region needs from the transit and transportation system, we are asking political parties aspiring to form the next federal government to respond to the Cure Congestion Questionnaire, below.

The Mayors' Council has embarked on a public outreach campaign so residents can learn about the 10-Year Vision and our future plans to improve transit, roads, and active transportation infrastructure. We'll post the responses we receive from the federal parties prior to the election, so voters know where they stand on transportation and transit.

CURE CONGESTION QUESTIONNAIRE

1. Do you agree that reducing congestion in Metro Vancouver — for the benefit of the region's people, economy, health and environment — should be a priority for the next federal government?
2. Do you support accelerating completion of the 10-Year Vision?
3. If elected, will you establish a new Congestion Relief Fund – a permanent, predictable federal fund that can be invested alongside local and provincial government commitments and guarantees Metro Vancouver the transportation funding needed for our most urgent congestion-fighting transit and road investments?
4. Do you agree there is an important role for the federal government to play as a partner, providing sustained funding to local governments, to support transit and transportation improvements that keep Canadians and the economy moving?



MAYORS' COUNCIL

On Regional Transportation

"The 2019 federal election is Metro Vancouver's opportunity to tell Ottawa we need more investment in transportation and transit. A Congestion Relief Fund will get Metro Vancouver the new transportation infrastructure we need to make commutes quicker and easier for people and businesses. Let's keep moving forward. Let's make life better for people and keep the region growing and prospering by reducing congestion on our transit system and roads."

Jonathan X. Cote, Mayor of New Westminster
Chair, Mayors' Council on Regional Transportation



The Mayors' Council is composed of representatives from each of the 21 municipalities within the transportation service region, as well as Electoral Area 'A' and the Tsawwassen First Nation, and collectively represent the viewpoints and interests of the citizens of the region.

**CONGESTION RELIEF IS CLOSER THAN EVER.
TELL THE FEDERAL PARTIES TO GET ON BOARD!**

CURECONGESTION.CA

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