



RENEWING THE GOVERNMENT OF CANADA'S PARTNERSHIP WITH METRO VANCOUVER:

INVESTMENTS TO ADDRESS GROWING DEMAND FOR PUBLIC TRANSIT



**MAYORS'
COUNCIL**

On Regional Transportation

Submission to the Government Canada for Budget 2020/2021
February 4, 2020

RECOMMENDATION 1:

That the Government design a national **Permanent Transit Fund** of \$3.4 billion annually and enshrine and protect it in legislation by 2021, to put federal transit infrastructure funding on a long-term, predictable track by 2027 or earlier. This will allow transit agencies to better plan infrastructure and services, and for Metro Vancouver would deliver approximately \$375 million annually to support future regional transit expansion in underserved and fast-growing areas.

RECOMMENDATION 2:

That the Government provide **transition funding** to bridge the gap in advance of a Permanent Transit Fund, for regions such as Metro Vancouver that have already allocated existing infrastructure funds and that have shovel-ready projects designed to meet growing public demand. Transition funding of \$685 million by mid-2021 is required in Metro Vancouver as the federal share of the final “Phase Three Plan” of transit expansion in the current 10-year plan.

RECOMMENDATION 3:

That the Government provide funds to accelerate **conversion of bus fleets to emissions-free battery-electric technology** by 2040. TransLink’s Low-Carbon Fleet Strategy requires \$225 million in federal investment to enable the plan to convert about 50% of its bus fleet to battery-electric propulsion by 2030.



INTRODUCTION

Collaboration between the Government of Canada and local governments is critical to achieving progress on our country's most pressing issues and priorities – including climate change, productivity growth and making life more affordable for Canadians.

Over the past four years, Metro Vancouver has benefited from a strong partnership between federal, provincial and regional governments which has led to transformative investments in public transit. Our region's transit plan – [the 10-Year Vision for Metro Vancouver Transit and Transportation](#) – is now underway with \$2.4 billion in federal funds from the *Public Transit Infrastructure Fund (PTIF)* and the *Investing in Canadian Infrastructure Program (ICIP)*. Already 92% of these funds are allocated to specific projects in Phase One and Two of the plan, with most projects already in service, in procurement or under construction. Despite significant improvements in service, including more buses and SkyTrain vehicles, our transit system can't keep up with surging public demand. Over the past three years, Metro Vancouver transit ridership increased by 20% – well beyond any other transit system in North America. This record-setting growth represents a unique challenge not faced by other major Canadian cities: how to plan for increasing public demand when the current federal funding environment is not yet designed to respond quickly enough to regions struggling to stay ahead of ridership growth.

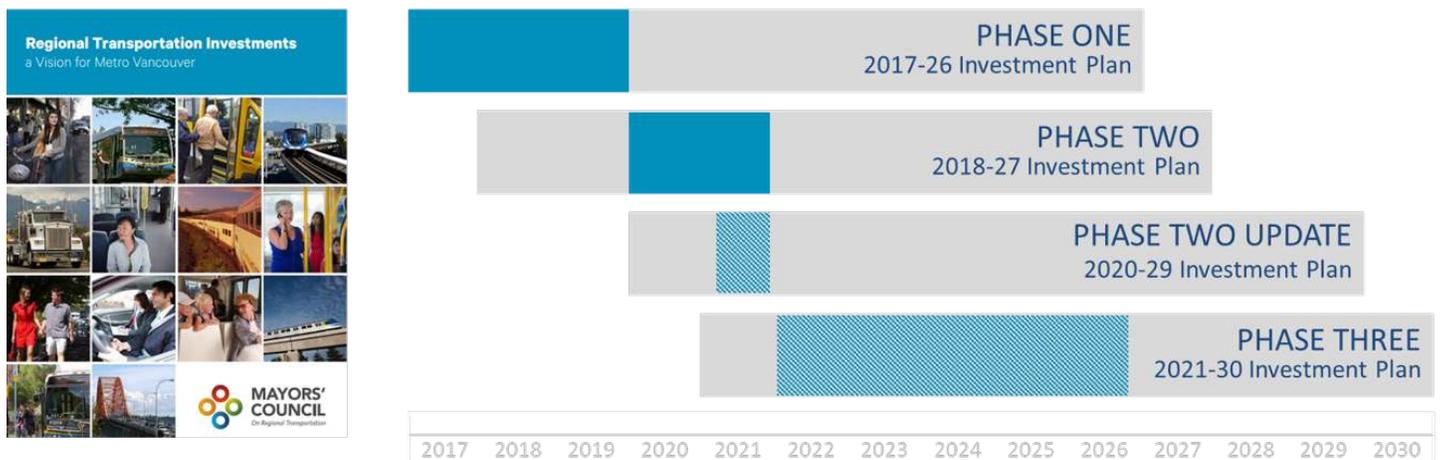
The [Mayors' Council on Regional Transportation](#) is pleased to provide recommendations to the Government of Canada on smart investments in transportation infrastructure that should be considered for the 2020/2021 and 2021/22 budgets. Our proposals respond to the urgency of adding capacity to Metro Vancouver's transit system, while providing the stability and predictability needed for good long-term transit planning by making federal transit funding permanent, and ensuring that we can move quickly to reduce the GHG emissions associated with transit through conversion of fleets to battery electric buses.



10-YEAR VISION FOR TRANSIT AND TRANSPORTATION

Developed by the Mayors' Council in 2014, the 10-Year Vision for Metro Vancouver Transit and Transportation (the 10-Year Vision) is a strategy designed to keep the region moving. The Vision is a transit and transportation plan that reflects agreement by 23 local governments across Metro Vancouver, and is supported by the largest coalition of community, environmental and business stakeholders in B.C.'s history.

The 10-Year Vision is unique in Canada. It is a region-wide, integrated plan – from rail to buses to roads and bridges – that supports our 30-year [Regional Transportation Strategy](#) and Regional Growth Strategy. The 10-Year Vision will be rolled out in three phases, each timed to the delivery of new projects and services.



The remaining projects in the 10-Year Vision include:

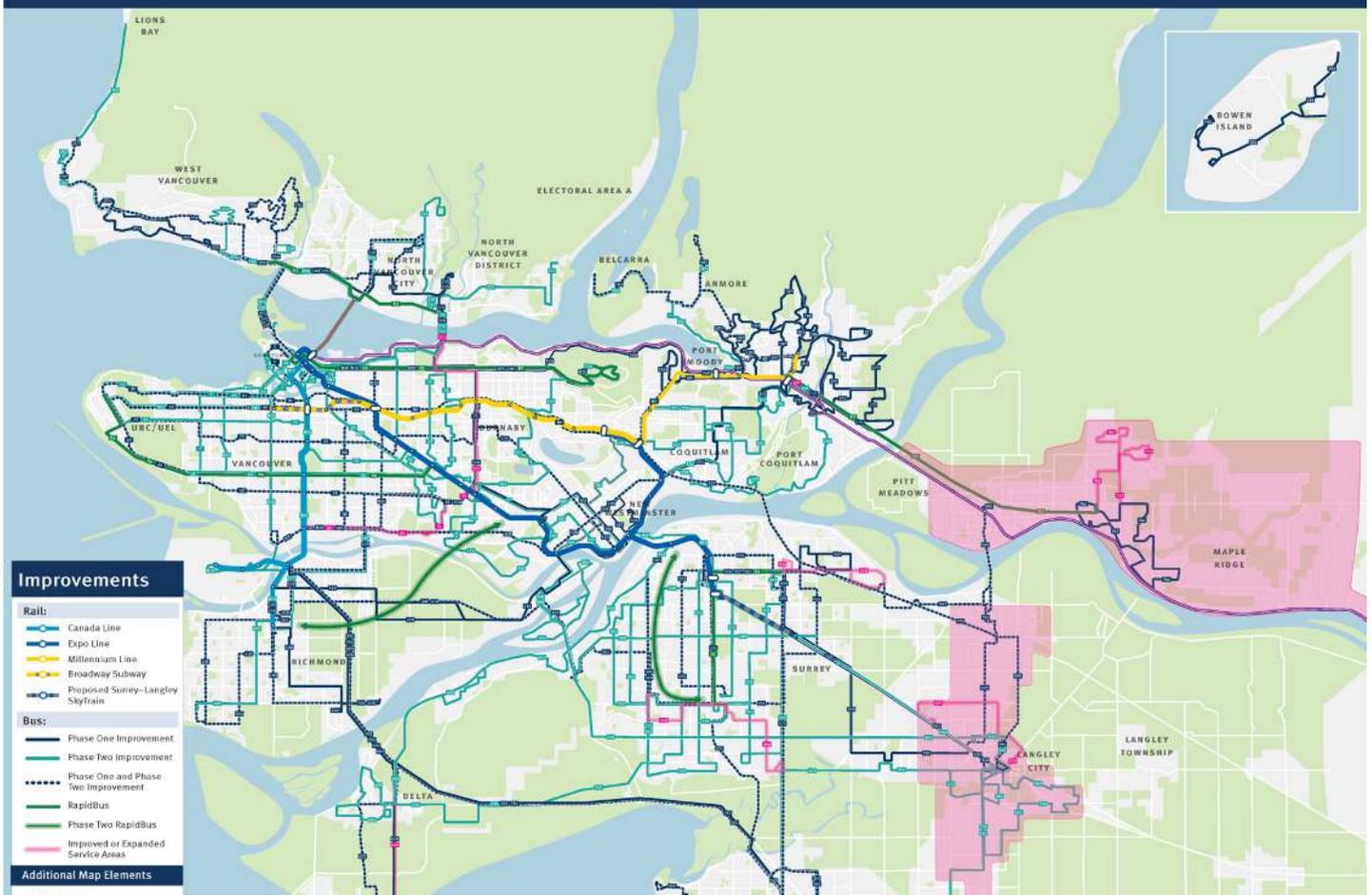
- Completing the new Surrey-Langley SkyTrain extension all the way to Langley
- Increasing bus and HandyDART service in every corner of the region
- Upgrading SkyTrain by adding more rail cars, increasing frequency and making station upgrades on the existing system
- Building 5 new high-capacity and 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 networks
- Improving road conditions for drivers through continued upgrades to the Major Roads Network

**See appendix for full 10-Year Vision dashboard*

The Transport 2050 plan 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.

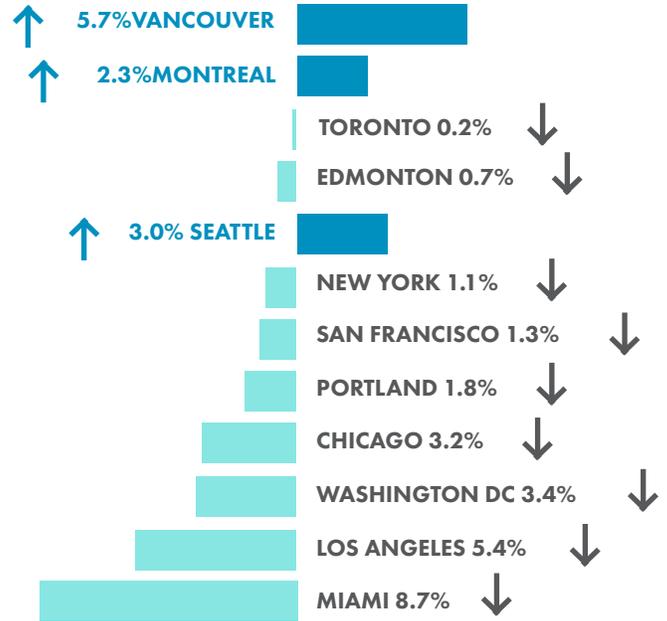
BY 2021, THE MAYORS' COUNCIL'S 10-YEAR VISION WILL HAVE ADDED THE EQUIVALENT OF ALL OF VICTORIA'S BUS SERVICE TO METRO VANCOUVER

Map of Phase 1 & 2 Improvements



RESPONDING TO GROWING DEMAND

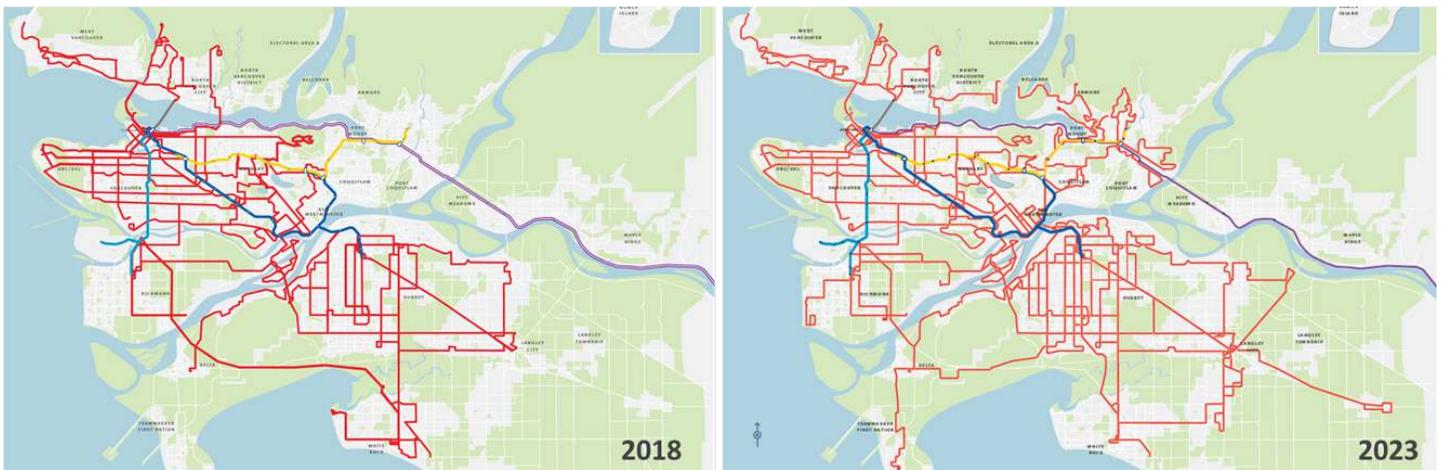
Metro Vancouver’s population is forecast to grow by one million people over the next 20 years. This growth will put pressure on our transportation infrastructure, adding to the problem of road congestion and overcrowding on transit that is already frustrating residents and businesses across the region. Over the past three years, Metro Vancouver transit ridership increased by 20% – well beyond any other transit system in North America. At the same time, through integrated land-use and transportation planning, a provincial carbon tax and a regional fuel tax to support transit, and continuous transit service improvements, we are supporting and incenting residents to make a modal shift to public transit and active transportation for the benefit of our environment, our health and our local economy. Moving forward with the completion of the 10-Year Vision, without delay, is critical for our region’s future.



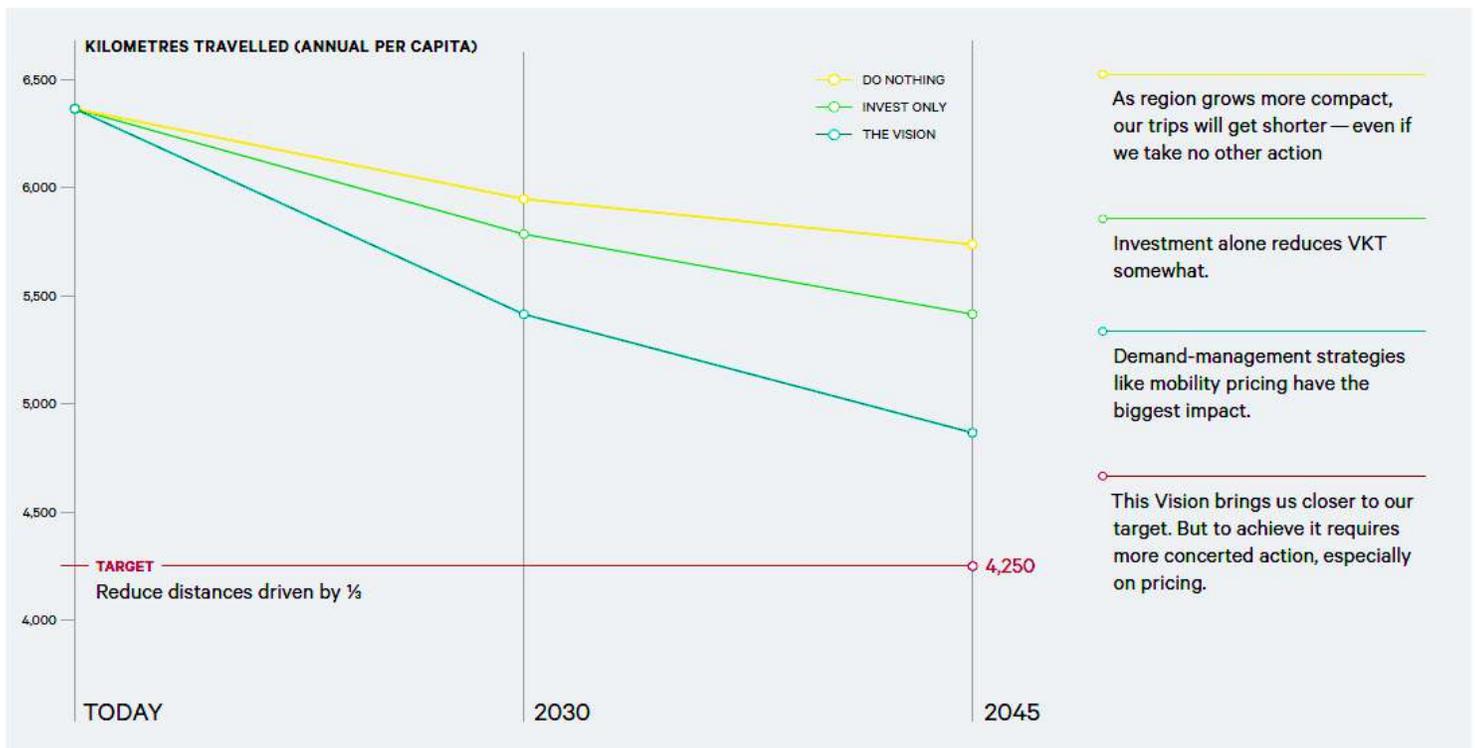
TRANSIT RIDERSHIP CHANGE 2016-2017

Overcrowding is getting worse...not better

The number of routes experiencing some level of overcrowding is forecasted to **more than double by 2023** if Phase Three Plan not approved by 2021



- PROTECTING OUR ENVIRONMENT** – We owe it to future generations to invest in sustainable transportation today and into the future. Public transportation is a critical element of Metro Vancouver’s overall plans to address climate change and we need to move forward now to support our overall reduction efforts. In regional plans going back to the early 1990s, right up to the current 10-Year Vision, regional leaders have committed to developing comprehensive road pricing to reduce congestion and road usage and to support transit investments. Only road pricing is capable of delivering meaningful reductions in per capita vehicle kilometers travelled and energy use from transportation. However, an essential precursor to moving to pricing road usage is ensuring that the transit network can provide a real alternative mobility option. The road to lower energy use from sustainable transportation starts with better transit.

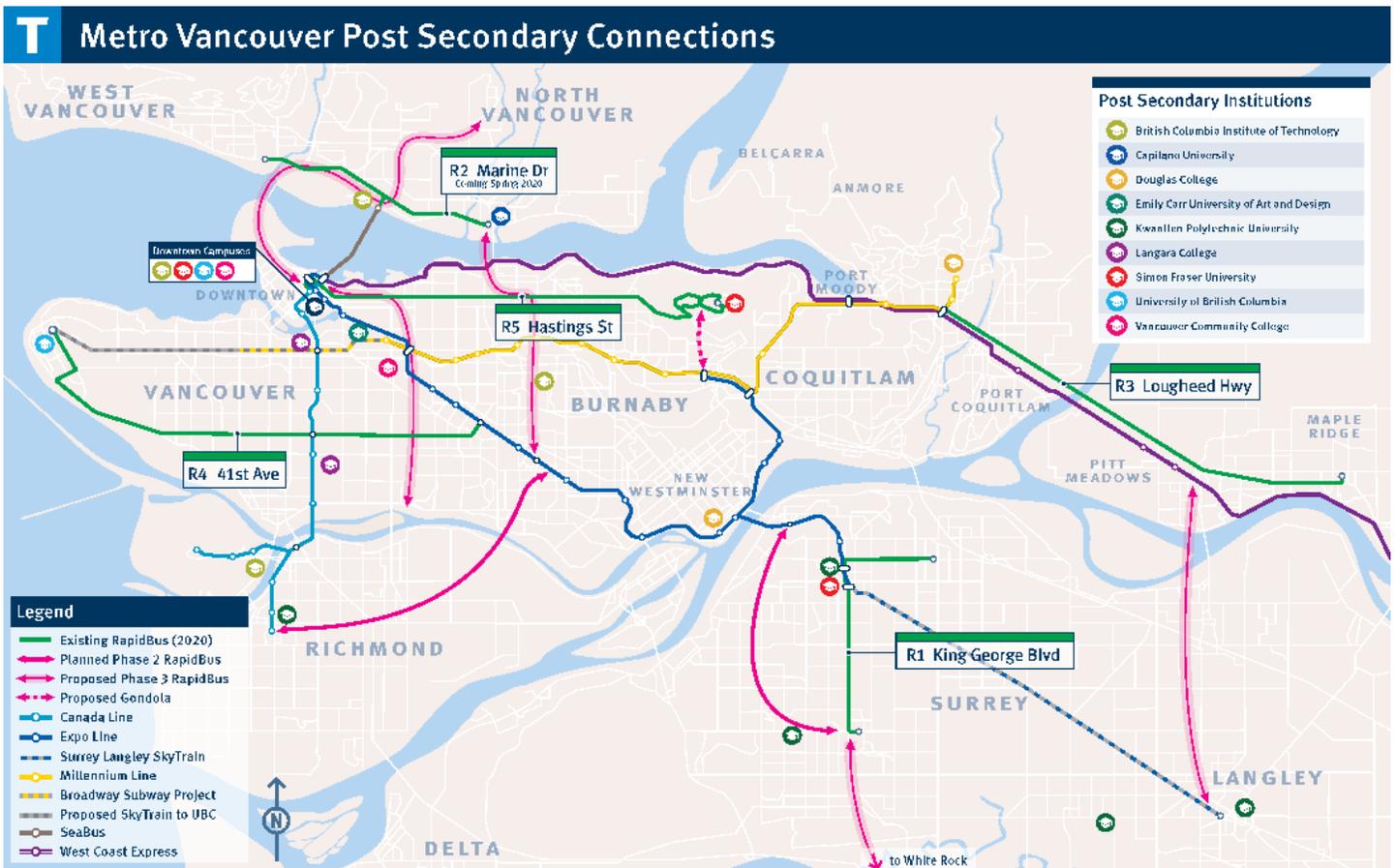


- SUPPORTING A GROWING ECONOMY** – As Canada’s primary Asia-Pacific gateway, the ability to efficiently and effectively move both people and goods across the Metro Vancouver region is not just positive for commuters – it also supports and benefits both the local and Canadian economies. Investments in public transit are critical to support a strong workforce in our region. Public transit helps connect people to better jobs and makes it easier for businesses to stay in the region. According to the Greater Vancouver Board of Trade, congestion costs the Metro Vancouver economy more than \$1.4 billion annually, slows the movement of goods into and out of Canada’s largest port, and makes it more difficult for businesses to recruit and retain the workers they need to compete globally.

- IMPROVING AFFORDABILITY** – Transportation is a key consideration in planning for affordable housing across the region. Metro Vancouver is getting it right when it comes to planning for land use and transportation in tandem, so we can improve affordability and quality of life. Public transit is a critical resource for low income households, seniors as well as new immigrants and refugees making the transition to life in Canada.



- CONNECTING CENTRES OF INNOVATION** – Continuing to diversify the economy and improve lagging productivity relies on a commitment to innovative and advanced education. Some of the region’s most congested bus routes are those connecting with major post-secondary institutions. Expanding bus service and investing in alternative modes of transportation will help connect these centres of innovation that help drive our economy.



PUTTING INFRASTRUCTURE DOLLARS TO WORK

The Metro Vancouver region's readiness to move forward with building the next phase of planned transit infrastructure makes us unique compared with Canada's other urban centres. We have a regional consensus among 23 communities on long-term integrated land use and transportation planning. We also have a supportive provincial government, with the Province of B.C. already committed to a 40% capital funding share for all remaining projects in the 10-Year Vision.



A smart planning environment, supportive provincial government and strong demand create ideal conditions for the Government of Canada to make an immediate commitment to help us accelerate completion of the final phase of the 10-Year Vision. This will incentivize more sustainable transportation choices and avoid falling behind ridership growth.

Of the \$2.4 billion in federal funding provided to Metro Vancouver from PTIF and ICIP since 2016, 92% has been allocated to specific projects, with almost all either already in service, in procurement or under construction. Most other cities in Canada lag far behind this metric. This region's exploding ridership growth is driving high public support for continued investment, regional unity behind integrated transportation and land-use planning priorities, strong support from the provincial government. Metro Vancouver also has a track record



of on-time and on-budget project delivery. This national leadership in ridership growth, transportation planning, provincial support and project management puts Metro Vancouver in a unique position in Canada and offers the Federal Government an opportunity to adapt its funding programs to support and incentivize good practices.

CONTINUING A SUCCESSFUL PARTNERSHIP

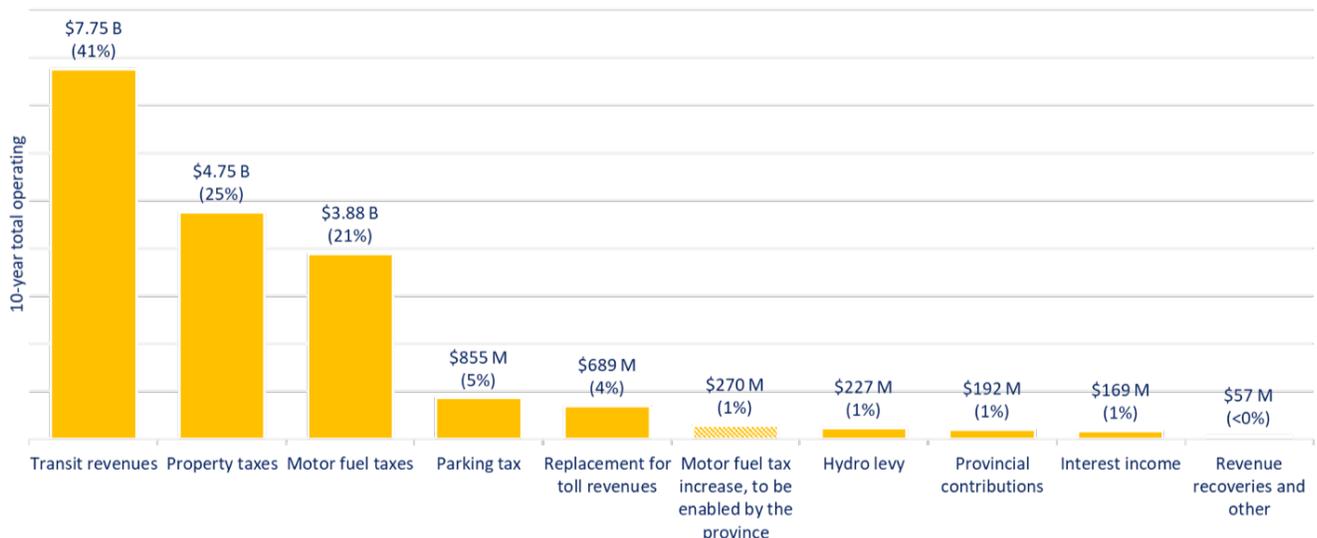
The Mayors' Council is asking the Federal Government to renew its partnership with B.C. and regional leaders to quickly allocate funding to expedite completion of the 10-Year Vision and maintain the momentum on nation-leading transit expansion and ridership growth.



Of this region's original federal transit funding of \$2.4 billion provided in 2017 and 2018, all but \$196 million currently available to Metro Vancouver has been allocated to specific projects that are in procurement or will be in procurement shortly or are in service. This means that the remainder of our 10-Year Vision projects – including extending Skytrain to Langley, building the Burnaby Mountain gondola, and additional rapid bus lines – are without a federal cost-sharing contribution.

By spring 2021, Metro Vancouver will need to approve the next phase of the 10-Year Vision in order to stay on its long-term transit planning trajectory and avoid gaps in service expansion which could compromise the region's ability to sustain its modal shift towards active and sustainable transportation options. The Province of B.C. has made a commitment to a 40% capital cost share of these projects, and the region is developing its own funding strategy for its share of capital and 100% of operating expenses. TransLink relies on the most diverse set of revenue tools out of any Canadian transit agency to fund transit service and expansion, including dedicated fuel and parking taxes, a hydro levy, development levies, property taxes and North America's third highest farebox cost recovery.

Translink Regional Revenue Sources, 2018



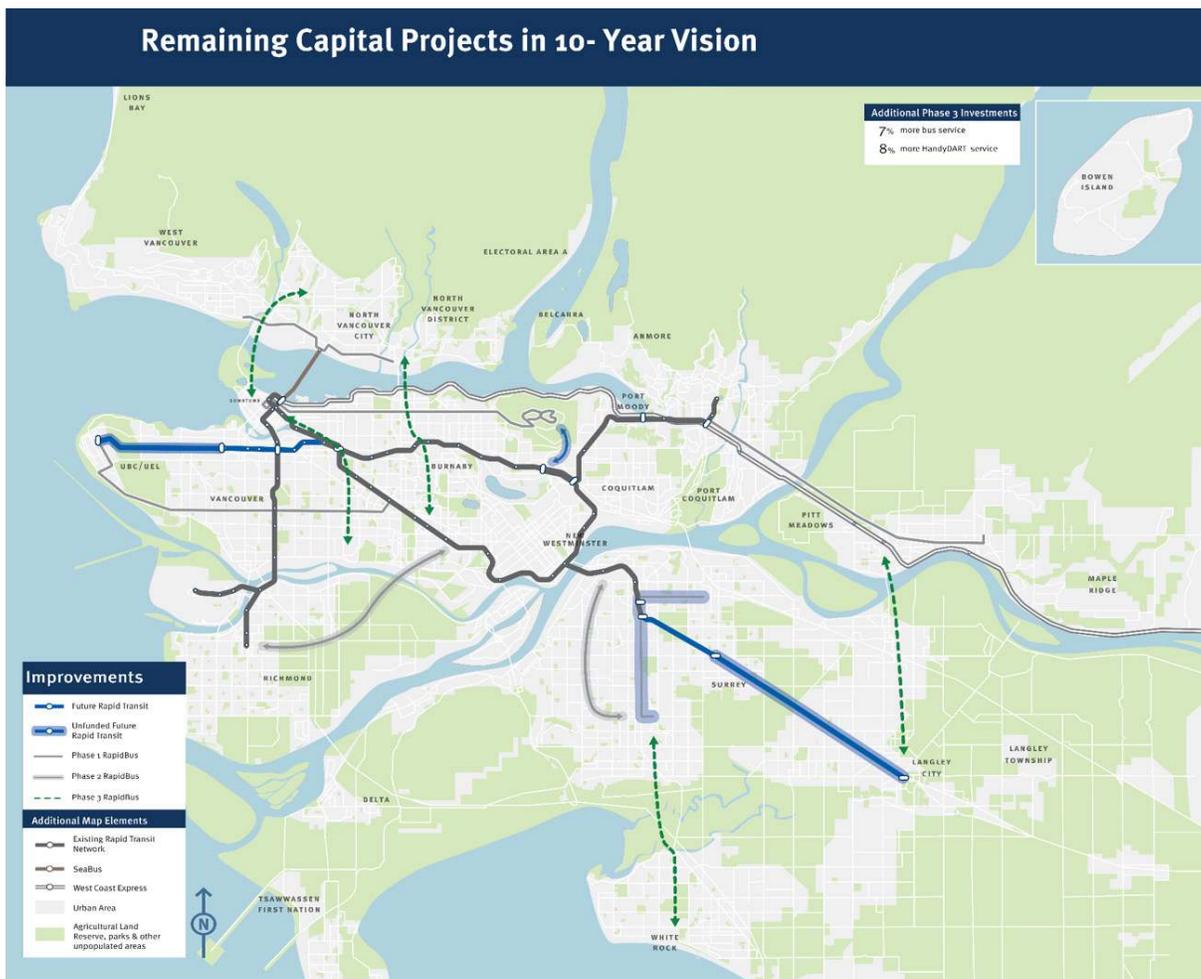
Note: figures in chart are in year-of-expenditure dollars.

RECOMMENDATION 1: PERMANENT TRANSIT FUND

The Mayors' Council supports the Federation of Canadian Municipalities in calling for a permanent federal funding allocation that would deliver \$34 billion for the 10-year plan (2028-29 to 2037-38) with \$30 billion in allocation-based funding and at least \$4 billion for the complimentary merit-based stream, with consistent funding of \$3.4 billion each year during the 10-year period.

Although a Permanent Transit Fund (PTF) in 2027 may seem a long way off, because TransLink secures funding for transit expansion plans 10 years into the future, a properly designed PTF that provides revenue certainty to TransLink now will allow the agency to “bank” on future PTF revenues and commit to future projects now rather than waiting until 2027. A “bankable” PTF requires a federal funding program enshrined and protected in legislation and with signed long-term federal-provincial agreements, similar to how the permanent Gas Tax Fund was set up starting in 2012.

RECOMMENDATION 2: TRANSITION FUNDING TO COMPLETE PHASE THREE OF THE 10-YEAR VISION



A future Permanent Transit Fund will provide critical funding for projects beginning in the last half of the 2020s. In the interim, all but \$196 million of the federal transit funding currently available to Metro Vancouver from ICIP is already allocated to specific projects, leaving these upcoming 10-Year Vision projects without a federal cost-sharing contribution:

CAPITAL PROJECTS REMAINING IN THE 10-YEAR VISION	EST. TOTAL CAPITAL COST	FEDERAL CONTRIBUTION (Budget 2020/21 - 2021/22)	FEDERAL CONTRIBUTION (Budget 2023/24)
Complete the Surrey-Langley Skytrain project from Fleetwood to Langley	\$1.63B	\$330M*	
Accelerate conversion of bus fleet to emissions-free battery electric technology by 2040	\$450M	\$225M	
5 New Rapid Bus Corridors	\$150M	\$50M	
Burnaby Mountain Gondola	\$200M	\$90M	
SkyTrain, SeaBus, Bus and West Coast Express modernization & capacity improvements	\$1.05B	\$215M	\$125M
Rapid Transit to connect Newton and Guildford to Surrey City Centre	\$450M		\$150M

** All except \$196M of Metro Vancouver's ICIP allocation has already been directed to specific projects, all of which is either in procurement or will be in procurement by mid-2020. The \$196M in remaining funds will be allocated to this upcoming project alongside a proposed additional federal investment of \$330M to complete the federal share of 40% of eligible project costs.*

To stay on track, in Budget 2020/21 or 2021/22, federal transition funding of \$685 million is required to support the next phase of our transit expansion starting in early 2023, and \$225 million is required to accelerate conversion of TransLink's bus fleet to emissions-free battery electric technology with procurement to begin by 2021.

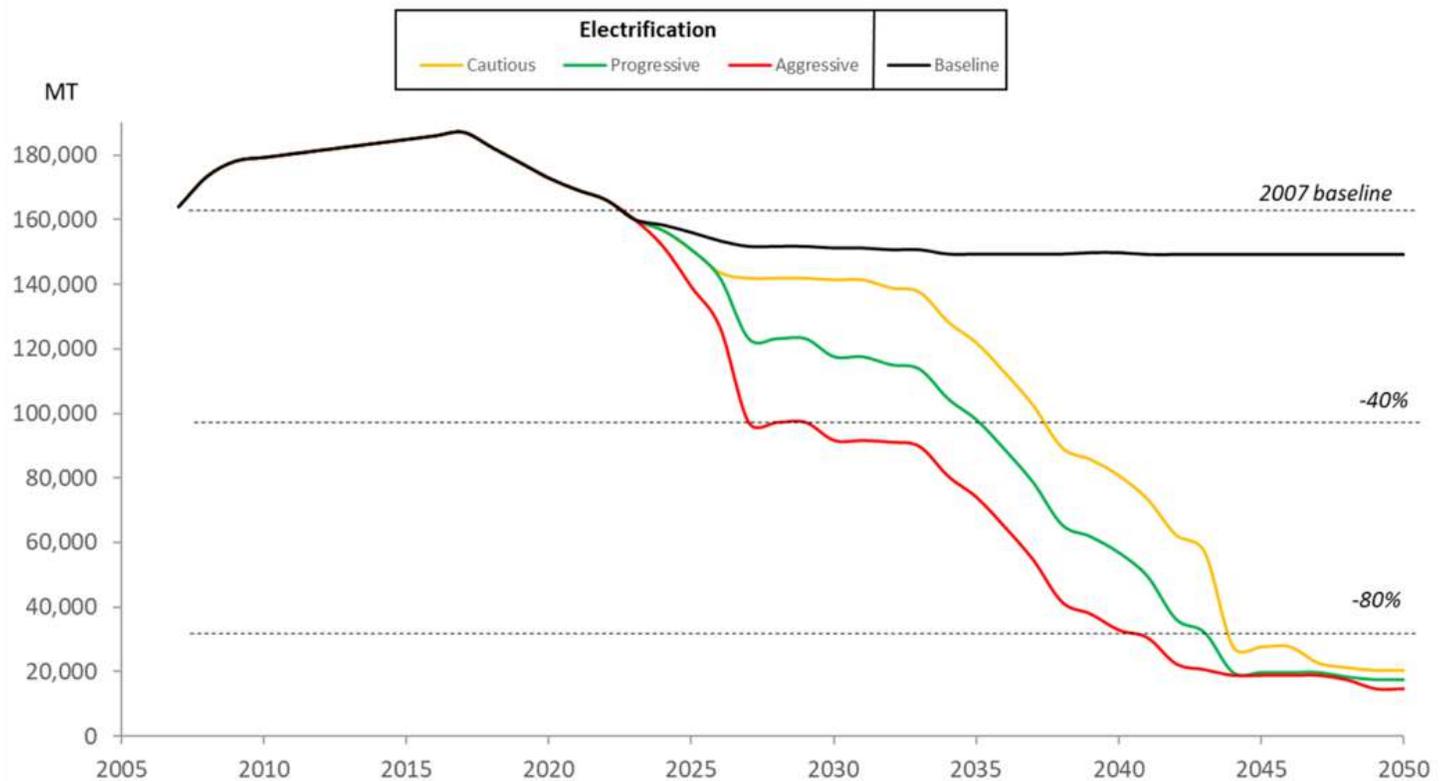
The Mayors' Council on Regional Transportation urges the Government of Canada to work in partnership with the Metro Vancouver region to identify transition funding that will help bridge the gap ahead of the implementation of a Permanent Transit Fund – so we can complete Phase Three of the 10-Year Vision.

RECOMMENDATION 3:

CONVERSION OF TRANSIT FLEETS TO BATTERY ELECTRIC BUSES

In his recent mandate letter to the Minister of Infrastructure and Communities, Prime Minister Justin Trudeau called upon the Minister to “ensure that new federal investments in public transit are used to support zero-emission buses and rail systems starting in 2023 and work with municipalities to address any exceptional circumstances.”

Over the next decade, TransLink has the opportunity to transition approximately 50 per cent of our bus fleet to clean, zero-emission, electric buses, with full conversion complete by 2040. If this opportunity is missed, internal combustion engines must instead be procured, making any meaningful GHG reductions from TransLink operations over the next two decades challenging. This includes procuring 591 e-buses by 2029, including our existing trolley-electric fleet and four e-buses. The benefits include zero tailpipe emissions and more than a 40 per cent GHG reduction from the fleet by 2030. This trajectory will allow us to reach a 2050 target of 80% GHG reduction and 100% renewable energy.



TransLink does not have a funding source for the transition to electrification and if we had to make this transition with our current approved funding, we would be competing with transit expansion to do so. In order to convert Metro Vancouver's bus fleet by 2040, TransLink requires \$248 million for charging infrastructure and \$199 million for the purchase of battery-electric buses. Support from the Government of Canada is critical.



TransLink's Low Carbon Fleet Strategy

In October 2018, the Mayors' Council and TransLink's Board of Directors approved two environmental sustainability targets:

- *An 80 per cent reduction of greenhouse gas (GHG) emissions by 2050; and*
- *Utilize 100 per cent renewable energy in all operations by 2050.*

Beginning in 2023, TransLink will start to replace retiring diesel and CNG 40-ft and 60-ft transit buses with battery-electric buses. Between 2023 and 2030, TransLink may elect to replace some retiring buses with new hybrid-electric buses, but after 2030 all retiring buses will be replaced with battery buses to achieve complete electrification of the fleet by 2050.

For TransLink to achieve its targets, electrification of the fleet will be capital intensive and will require leveraging capital contributions from senior government sources, such as the federal Green Infrastructure Fund.

Lower Emissions and Cleaner Air

Even the most cautious implementation plan by TransLink on its fleet transition will see an estimated 19 per cent GHG reduction from baseline numbers by 2029 – representing 56,000-tonnes of greenhouse gases. By 2050, fleet transition would achieve an 80 percent reduction in GHG emissions.

The transition to electric buses also provides human health benefits by eliminating particulate matter and nitrogen oxides – common urban air pollutants. Compared to diesel-hybrid buses, battery electric buses are expected to reduce annual nitrogen oxide (NOx) by 26,000 g per bus and particulate matter (PM) by 3,500 g per bus.



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 represents the viewpoints and interests of the citizens of the region.

Chair - Jonathan Cote
Mayor of the City of
New Westminster

Vice Chair - Jack Froese
Mayor of the Township
of Langley

Gary Ander
Mayor of the Bowen
Island Municipality

Ken Baird
Chief of the Tsawwassen
First Nation

Neil Belenkie
Mayor of the Village
of Belcarra

Mary-Ann Booth
Mayor of the District of
West Vancouver

Malcolm Brodie
Mayor of the City of
Richmond

Linda Buchanan
Mayor of the City of
North Vancouver

Bill Dingwall
Mayor of the City
of Pitt Meadows

George Harvie
Mayor of the City of
Delta

Mike Hurley
Mayor of the City of
Burnaby

Mike Little
Mayor of the District of
North Vancouver

Doug McCallum
Mayor of the City
of Surrey

Jen McCutcheon
Director of Electoral
Area A

John McEwan
Mayor of the Village of
Anmore

Ron McLaughlin
Mayor of the Village
of Lions Bay

Mike Morden
Mayor of the City of
Maple Ridge

Kennedy Stewart
Mayor of the City of
Vancouver

Richard Stewart
Mayor of the City of
Coquitlam

Rob Vagramov
Mayor of the City of
Port Moody

Val van den Broek
Mayor of the City of
Langley

Darryl Walker
Mayor of the City of
White Rock

Brad West
Mayor of the City of
Port Coquitlam

Completing the 10-Year Vision for Metro Vancouver Transit & Transportation

ENTIRE 10 YEAR VISION		APPROVED/UNDERWAY FUNDED Phase One	Phase Two	REMAINING INVESTMENTS UNFUNDED Phase Three
 BUS SERVICE	<ul style="list-style-type: none"> • 25% increase • 12 B-Lines • 10 new service areas 	<ul style="list-style-type: none"> • 10% increase • 5 new B-Lines • 5 new service areas 	<ul style="list-style-type: none"> • 8% increase • 2 new B-Lines • 3 new service areas + 4 additional service areas 	<ul style="list-style-type: none"> • 7% increase • 5 new B-Lines • 2 new service areas
 SEABUS SERVICE	<ul style="list-style-type: none"> • 1 new SeaBus • 10-minute peak frequency; 15-minute all day 	<ul style="list-style-type: none"> • 1 new SeaBus • 10 minute peak frequency; 15-minute all day 		
 HANDYDART SERVICE	<ul style="list-style-type: none"> • 30% increase 	<ul style="list-style-type: none"> • 15% increase 	<ul style="list-style-type: none"> • 7% increase 	<ul style="list-style-type: none"> • 8% increase
 SKYTRAIN & WEST COAST EXPRESS (WCE)	<ul style="list-style-type: none"> • 164 Expo/Millennium Line cars • 24 Canada Line cars • 10 WCE cars + locomotives • Upgrades of power and control systems, stations 	<ul style="list-style-type: none"> • 56 Expo/Millennium Line cars • 24 Canada Line cars • 2 new + 6 refurbished WCE locomotives • Upgrades to Expo/Millennium & Canada Line Stations and systems 	<ul style="list-style-type: none"> • 108 Expo/Millennium Line cars (including Broadway Extension) • Upgrades to Expo/Millennium Stations and systems 	<ul style="list-style-type: none"> • Upgrades to Expo/Millennium Stations • 10 WCE cars • Upgrades to Canada Line Stations and systems
 MAJOR PROJECTS	<ul style="list-style-type: none"> • Millennium Line Broadway Extension • South of Fraser Rapid Transit (SOFRT) • Pattullo Bridge Replacement 	<ul style="list-style-type: none"> • Pre-construction of Broadway Extension • Pre-construction of Stage 1 of SOFRT (Surrey-Newton-Guildford LRT) • Design for Pattullo Bridge replacement 	<ul style="list-style-type: none"> • Construction of Broadway Extension • Construction of Stage 1 of SOFRT (Surrey-Newton-Guildford LRT) • Construction of Pattullo Bridge replacement (by the province) • Planning for Stage 2 of SOFRT (Surrey-Langley Line) • Planning for rapid transit to UBC Point Grey campus • Planning for a potential gondola to SFU Burnaby campus 	<ul style="list-style-type: none"> • Planning + construction of Stage 2 of SOFRT (Surrey-Langley Line)
 MAJOR ROADS NETWORK (MRN)	<ul style="list-style-type: none"> • MRN upgrades: \$200M • MRN seismic: \$130M • MRN expansion: 1% annual increase + one-time 10% increase 	<ul style="list-style-type: none"> • \$50M (25% of Vision) • \$32.5M (25% of Vision) • MRN expansion: 1% annual increase + one-time 10% increase 	<ul style="list-style-type: none"> • \$40M (20% of Vision) • \$26M (20% of Vision) 	<ul style="list-style-type: none"> • \$110M (55% of Vision) • \$71.5M (55% of Vision)
 WALKING & CYCLING	<ul style="list-style-type: none"> • Regional Cycling: \$97M • TransLink-owned Cycling: \$34M • Walking Access to Transit: \$3.5M 	<ul style="list-style-type: none"> • \$30M (31% of Vision) • \$12M (35% of Vision) • \$12.5M (36% of Vision) 	<ul style="list-style-type: none"> • \$24M (25% of Vision) • \$9M (27% of Vision) • \$10M (29% of Vision) 	<ul style="list-style-type: none"> • \$43M (44% of Vision) • \$13M (38% of Vision) • \$12.5M (36% of Vision)
 TRANSIT EXCHANGES	<ul style="list-style-type: none"> • 13 new or expanded transit exchanges 	<ul style="list-style-type: none"> • 4 updated transit exchanges 		<ul style="list-style-type: none"> • 9 upgraded transit exchanges
 MOBILITY INNOVATION	<ul style="list-style-type: none"> • Integrated travel planning + payment • New technologies + services 	<ul style="list-style-type: none"> • Vanpool pilot • Innovation Lab to explore mobility concepts 	<ul style="list-style-type: none"> • Pilot and field test flexible shared-use services 	<ul style="list-style-type: none"> • Scale flexible shared-use services