TRANSPORTATION COMMITTEE

REGULAR MEETING

Thursday, April 18, 2013
12:30 p.m.
2nd Floor Boardroom, 4330 Kingsway, Burnaby, British Columbia.

AGENDA

1. ADOPTION OF THE AGENDA

1.1 April 18, 2013 Regular Meeting Agenda
That the Transportation Committee adopt the agenda for its regular meeting scheduled for April 18, 2013 as circulated.

2. ADOPTION OF THE MINUTES

2.1 March 6, 2013 Regular Meeting Minutes
That the Transportation Committee adopt the minutes of its regular meeting held March 6, 2013 as circulated.

3. DELEGATIONS

4. INVITED PRESENTATIONS

4.1 David Colledge, Colledge Transportation Consulting Inc.
Subject: Coordinating Transportation in the Gateway

5. REPORTS FROM COMMITTEE OR STAFF

5.1 Request for Funding for SFU Carbon Talks
Delia Laglagaron, Deputy Commissioner/Deputy Chief Administrative Officer
General Manager, Planning, Policy and Environment
That the Board remain involved in the consortium of partners involved in the SFU Carbon Talks “Moving in a Livable Region” initiative to ensure a regional perspective and decline the request for funding.

Note: Recommendation is shown under each item, where applicable.
5.2 Proposed Transportation Forum
Designated Speaker: Anne Rowan, Corporate Sustainability Strategist
That the Board direct staff to organize a Transportation Forum in the Fall of 2013 on the regional and local impacts of Goods Movement and request the staff to report back on a more detailed program and agenda.

5.3 Regionally Significant Infrastructure Project Update
Designated Speaker:
Delia Laglagaron, Deputy Commissioner/Deputy Chief Administrative Officer General Manager, Planning, Policy and Environment
That the Transportation Committee receive this report for information.

5.4 Regional Transportation Strategy Update
Delia Laglagaron, Deputy Commissioner/Deputy Chief Administrative Officer General Manager, Planning, Policy and Environment
That the Transportation Committee receive this report for information.

5.5 Manager’s Report
Designated Speaker:
Delia Laglagaron, Deputy Commissioner/Deputy Chief Administrative Officer General Manager, Planning, Policy and Environment
That the Transportation Committee receive this report for information.

6. INFORMATION ITEMS

6.1 Letter: Federal Funding for Transportation
TO: Minister of Transport, Infrastructure and Communities
FROM: Nancy Olewiler, Chair, TransLink Board of Directors
DATED: March 21, 2013

6.2 Letter: Federal Funding for Transportation
TO: Minister of Finance
FROM: Nancy Olewiler, Chair, TransLink Board of Directors
DATED: March 21, 2013

6.3 Letter: George Massey Tunnel Replacement Project
TO: Minister of Transportation and Infrastructure
FROM: Malcolm D. Brodie, Mayor, City of Richmond
DATED: March 13, 2013

6.4 Letter: Deltaport Traffic Impacts
TO: Dianne Watts, Chair, Metro Vancouver Transportation Committee
FROM: Malcolm D. Brodie, Mayor, City of Richmond
DATED: February 28, 2013
7. **OTHER BUSINESS**

8. **RESOLUTION TO CLOSE MEETING**

That the Transportation Committee close its regular meeting scheduled for April 18, 2013 pursuant to the *Community Charter* provisions, Section 90 (2) (b) as follows:

“90 (2) A part of a meeting must be closed to the public if the subject matter being considered relates to one or more of the following:

(b) the consideration of information received and held in confidence relating to negotiations between the regional district and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party.”

9. **ADJOURNMENT/TERMINATION**

That the Transportation Committee adjourn/conclude its regular meeting of April 18, 2013.

Membership:

Watts, Dianne (C) – Surrey
Jackson, Lois (VC) – Delta
Brodie, Malcolm – Richmond
Clay, Mike – Port Moody
Corrigan, Derek – Burnaby

Drew, Ralph – Belcarra
Fassbender, Peter – Langley City
Forrest, Mike – Port Coquitlam
Harris, Maria – Electoral Area A

Meggs, Geoff – Vancouver
Mussatto, Darrell – North Vancouver City
Walton, Richard – North Vancouver District
Wright, Wayne – New Westminster
GREATER VANCOUVER REGIONAL DISTRICT
TRANSPORTATION COMMITTEE

Minutes of the Regular Meeting of the Greater Vancouver Regional District (GVRD) Transportation Committee held at 1:03 p.m. on Wednesday, March 6, 2013 in the 2nd Floor Boardroom, 4330 Kingsway, Burnaby, British Columbia.

MEMBERS PRESENT:
Chair, Director Dianne Watts, Surrey
Vice Chair, Director Lois Jackson, Delta
Director Malcolm Brodie, Richmond
Director Mike Clay, Port Moody
Director Derek Corrigan, Burnaby
Director Ralph Drew, Belcarra
Councillor Mike Forrest, Port Coquitlam
Director Maria Harris, Electoral Area A
Director Geoff Meggs, Vancouver
Director Darrell Mussatto, North Vancouver City
Director Richard Walton, North Vancouver District

MEMBERS ABSENT:
Director Peter Fassbender, Langley City
Director Wayne Wright, New Westminster

STAFF PRESENT:
Delia Laglagaron, Deputy Chief Administrative Officer/General Manager, Planning, Policy and Environment
Carol Mason, Commissioner/Chief Administrative Officer
Janis Knaupp, Assistant to Regional Committees, Board and Information Services, Corporate Services

1. ADOPTION OF THE AGENDA

1.1 March 6, 2013 Regular Meeting Agenda

It was MOVED and SECONDED
That the Transportation Committee adopt the agenda for its regular meeting scheduled for March 6, 2013 as circulated.

CARRIED

2. ADOPTION OF THE MINUTES
No items presented.
3. DELEGATIONS

3.1 Shauna Sylvester, SFU Centre for Dialogue – Carbon Talks

Shauna Sylvester, Simon Fraser University Centre for Dialogue - Carbon Talks, provided members with a presentation for a project to develop a sustainable funding regime for public transportation in Metro Vancouver highlighting: goals, partners, process, activities, timeline, budget and benefits to Metro Vancouver.

The delegation requested that the Transportation Committee consider a project funding contribution from Metro Vancouver in the amount of $25,000.

In response to questions, members were informed about:
- Relevance to the Regional Growth Strategy
- Partnership and funding discussions with TransLink and senior government
- Efforts to engage the public through innovative means, coordinate activities with partners and avoid duplication

Members offered comments about:
- TransLink being the appropriate municipal authority to fund and partner on public transportation initiatives and concerns that TransLink and Metro Vancouver draw from the same funding sources
- Metro Vancouver providing an advisory role on the Regional Growth Strategy due to limited resources
- The need to clearly identify project outcomes and how to achieve them

Members agreed to refer the funding request to staff for analysis and to report back to the committee with recommendations.

Presentation material titled “Moving in a Livable Region: Investing in Transportation for a Growing Economy” is retained with the March 6, 2013 Transportation Committee agenda.

It was MOVED and SECONDED

That the Transportation Committee refer to staff for analysis the March 6, 2013 funding request in the amount of $25,000, from the Simon Fraser University Centre for Dialogue – Carbon Talks, to develop a citizen engagement process for finding sustainable transportation funding, and report back to the Committee.

CARRIED

4. INVITED PRESENTATIONS

4.1 Ted Droettboom

Ted Droettboom, former Regional Planning Program Director, Bay Area Joint Policy Committee (BAJPC), provided members with a presentation on the BAJPC highlighting: background of the Bay Area; committee establishment,
membership and work program; lessons learned and recommendations.

In response to questions, members were informed about:
- A shared funding model/strategy
- The impact of the committee’s efforts including a voluntary program developed to assist local governments with accessing regional funding to develop local transportation plans
- Involvement by the port authorities
- Industrial lands being displaced from increased residential development in City Centres

Request of Staff
Staff was requested to follow up with Ted Droettboom, to obtain information on the Bay Area Joint Policy Committee’s (BAJPC) shared funding model and forward to the Transportation Committee.

Presentation material titled “The San Francisco Bay Area” is retained with the March 6, 2013 Transportation Committee agenda.

4.2 TransLink
Robert Paddon, Executive Vice President, Strategic Planning and Public Affairs, TransLink, provided members with a presentation on TransLink’s Regional Transportation Strategy highlighting: background; travel in single-centre and polycentric regions; infrastructure investments; efforts to develop a long-range strategy; challenges; ongoing efforts; objectives and timing.

Discussion ensued regarding:
- The need to:
  - analyze senior government infrastructure investments in other Canadian metropolitan cities and federal/provincial funding agreements
  - Develop a goods movement strategy and analyze similar strategies in other Canadian metropolitan cities
- Significant federal transportation investment in Ontario
- Transport 2040 needing to elaborate on required financing and implementation of such plans

Request of Staff
Staff was requested to follow up with TransLink on information related to senior government funding contributions to Canadian metropolitan cities and forward to the Transportation Committee.

Concerns were expressed about:
- Traffic and infrastructure impacts from increased diversion of truck traffic due to bridge tolling and future projected increases
- TransLink not identifying timing or priority to secure funding
A lack of senior government funding and support from TransLink to increase transportation infrastructure funding in BC
Governance and funding challenges to enabling legislation allowing Metro Vancouver control over allocation of funds
The need to consider innovative methods to engage the public
TransLink’s position that the Mayors Council on Regional Transportation took over the role of securing transportation funding

In response to questions, members were informed about:
Efforts to develop a goods movement strategy as part of the Regional Transportation Strategy and identify future infrastructure planning needs
Discussions with Simon Fraser University, Centre for Dialogue – Carbon Talks, for consideration of a third-party consultation process
Assumptions in long-range funding strategies

Presentation material titled “The Future of Metro Vancouver Transportation: Regional Strategy” is retained with the March 6, 2013 Transportation Committee agenda.

5. REPORTS FROM COMMITTEE OR STAFF

5.1 2013 Transportation Committee Priorities
Report dated February 21, 2013 from Delia Laglagaron, Deputy Chief Administrative Officer/General Manager, Planning, Policy and Environment, providing the Transportation Committee with its Terms of Reference, key priorities and Work Plan for the year 2013.

Members were informed that updates on specific projects of regional interest could be provided to members through the work plan.

It was MOVED and SECONDED
That the Transportation Committee endorse the Terms of Reference and proposed Work Plan as set out in the report dated February 21, 2013 titled “2013 Transportation Committee Priorities”.

CARRIED

5.2 Proposed Joint Policy Panel
Report dated February 5, 2013 from Delia Laglagaron, Deputy Chief Administrative Officer/General Manager, Planning, Policy and Environment, establishing the Joint Policy Panel (JPP) for high level discussion of the impact of major infrastructure projects and planning initiatives on the movement of people and goods in and through the region, the region’s quality of life and environmental sustainability.
Concerns were expressed about duplication of work, limited resources and time constraints. Members considered organizing a forum and additional opportunities to engage key stakeholders and partners and the need to understand the key issues prior to engagement.

**It was MOVED and SECONDED**
That the Board direct staff to organize a single forum involving key stakeholders on the intersection of land use and transportation planning and infrastructure initiatives and report back with recommendations for participant composition.

**CARRIED**

5.3 **Memorandum of Understanding between Metro Vancouver and TransLink on the Regional Transportation Strategy**

Report dated February 9, 2013 from Delia Laglagaron, Deputy Chief Administrative Officer/General Manager, Planning, Policy and Environment, presenting a Memorandum of Understanding between Metro Vancouver and TransLink to cooperate in the preparation of the new Regional Transportation Strategy, including a long-term transportation funding strategy.

Members offered comments about:
- Not limiting discussion to only the Regional Growth Strategy; providing opportunities to discuss longer-term strategies on a broader level
- In background, referencing local government contributions to TransLink through the Federal Gas Tax Agreement
- Coordinating with TransLink then strongly engaging the province to participate
- Consideration of potential future transportation planning staffing needs

**It was MOVED and SECONDED**
That the Board endorse the proposed Memorandum of Understanding enclosed in the report dated February 9, 2013, titled, “Memorandum of Understanding between Metro Vancouver and TransLink on the Regional Transportation Strategy”.

**CARRIED**

5.4 **TransLink Draft Supplemental Plan to the 2013 Base Plan and Outlook**

Report dated February 28, 2013 from Heather McNell, Regional Planning Division Manager, Planning, Policy and Environment, providing comment on TransLink’s Supplemental Plan to the 2013 Base Plan and identifying a process for advancing regional priorities for the successful integration of land use and transportation planning in the region.
It was MOVED and SECONDED
That the Board advise the TransLink Board and Mayors’ Council on Regional Transportation that the Draft Supplemental Plan is acceptable in consideration of the removal of the property tax as a funding source.

CARRIED

5.5 2013 Transportation Committee Meeting Dates
Report dated January 17, 2013 from Paulette Vetleson, Secretary/Manager, Board Secretariat and Corporate Information Department, establishing the day, hour and place of committee meetings.

It was MOVED and SECONDED
That the Transportation Committee establish the day, hour and place for its 2013 regular meetings as follows:

Day and Hour
Wednesday, March 6  1:00 pm
Thursday, April 18  12:30 pm
Thursday, June 20  12:30 pm
Thursday, September 26  12:30 pm
Thursday, November 21  12:30 pm

Place
Meetings will be held in the 2nd floor boardroom, 4330 Kingsway, Burnaby, British Columbia unless otherwise specified on the Metro Vancouver public notice board, Metro Vancouver website, and the respective agenda.

CARRIED

Concerns were expressed about completing the 2013 work program within the 2013 meeting schedule.

Request of Staff
Staff was requested to monitor the Transportation Committee 2013 work plan in relation to the number of scheduled committee meetings.

6. INFORMATION ITEMS

It was MOVED and SECONDED
That the Transportation Committee receive for information the following Information Items:

6.1 Letter: Response to request for meeting between the Minister of Natural Resources and the Transportation Committee – Correspondence dated February 12, 2013 addressed to Greg Moore, Chair, Metro Vancouver Board, from Mark Corey, Natural Resource Canada, regarding a proposed meeting to discuss energy production, distribution and security related to the priority destination designation for Chevron in Burnaby, British Columbia.

6.3 Letter: Proposed Jet Fuel Delivery Project Environmental Assessment Process Update – Correspondence dated October 30, 2012 from Malcolm Brodie, Mayor, City of Richmond, addressed to the Greater Vancouver Regional District Board, regarding the Vancouver Airport Fuel Facilities Corporation’s proposed jet fuel delivery project environmental assessment process.

CARRIED

7. OTHER BUSINESS

Regarding the Federal Gas Tax Agreement, discussion ensued regarding the need to:
- Confirm total funding contributions made by Metro Vancouver municipalities
- Investigate other federal/provincial funding agreements
- Change legislative restrictions enabling Metro Vancouver control over allocation of funds under a broader mandate
- Confirm with TransLink potential impact if funds are reallocated elsewhere
- Develop an agreed-upon position prior to the April special Board workshop

Request of Staff

Staff was requested to explore a special joint meeting of the Intergovernmental and Administration Committee and the Transportation Committee to consider the Federal Gas Tax Agreement prior to the April 12th, 2013 special Board workshop.

Request of Staff

Staff was requested to bring forward to the Transportation Committee, the status of unresolved items arising from the former Port Cities Committee.

Request of Staff

Staff was requested to explore opportunities to schedule Committee meetings on the same day as meetings of the Mayors Council on Regional Transportation.

8. RESOLUTION TO CLOSE MEETING

It was MOVED and SECONDED

That the Transportation Committee close its regular meeting scheduled for March 6, 2013 pursuant to the Community Charter provisions, Section 90 (2) (b) as follows:

“90 (2) A part of a meeting must be closed to the public if the subject matter being considered relates to one or more of the following:

(b) the consideration of information received and held in confidence relating to negotiations between the regional district and a provincial government or the federal government or both, or between a
provincial government or the federal government or both and a third party.”

CARRIED

9. ADJOURNMENT/TERMINATION

It was MOVED and SECONDED
That the Transportation Committee adjourn its regular meeting of March 6, 2013.

CARRIED
(Time: 3:17 p.m.)

Janis Knaupp, Assistant to Regional Committees
Dianne Watts, Chair
To: Transportation Committee

From: Delia Laglagaron, Deputy Commissioner/Deputy Chief Administrative Officer
General Manager, Planning, Policy and Environment

Date: April 11, 2013  Meeting Date: April 18, 2013

Subject: Request for Funding for SFU Carbon Talks

RECOMMENDATION
That the Board remain involved in the consortium of partners involved in the SFU Carbon Talks “Moving in a Livable Region” initiative to ensure a regional perspective and decline the request for funding.

PURPOSE
This report reviews a funding request of $25,000 from SFU Carbon Talks.

BACKGROUND
At the March 6, 2013 Transportation Committee meeting, a delegation from SFU Carbon Talks presented a proposal (“Moving in a Livable Region”) to engage citizens on sustainable funding for transportation in the region over the next 18 months. SFU Carbon Talks identified a long list of confirmed and potential partners, and a funding request of $25,000 from Metro Vancouver. The Transportation Committee referred the matter of the funding request to staff for further review and comment.

DISCUSSION
SFU Carbon Talks is proposing a two-step approach for the “Moving in a Livable Region” initiative (see attachment). Step one involves educating the public and stakeholders about the Regional Growth Strategy, the urgent need to fund a regional transportation system as a means to implementing the Regional Growth Strategy and the aspirations of municipalities, and the range of possible funding options. Step two involves engaging and gauging the residents of the region in their understanding and interest in alternative funding options for the regional transportation system.

As per the Memorandum of Understanding between TransLink and Metro Vancouver, finding a broadly acceptable mix of new and existing sources to fund the regional transportation system is paramount to the implementation of the Regional Growth Strategy and the Board’s objectives. It is appropriate for Metro Vancouver staff to remain engaged for the duration of this project, and specifically, if funding options for the regional transportation system have direct implications to the Regional Growth Strategy. Therefore, the continued involvement of staff with expertise in transportation planning in the development of the project scope, framing, and future tasks of Carbon Talks is Metro Vancouver’s contribution in-kind to this important initiative.

SFU Carbon Talks is also seeking financial contributions. The proposed project budget is $769,000. A request of $25,000 was made to Metro Vancouver as were requests for support made to
TransLink, the Cities of Surrey and Vancouver, and various foundations. TransLink has previously consulted with the wider community on funding alternatives. Advancing this discussion will require the participation of the Province. If there is any further consultation to be undertaken, then it should be financially supported by TransLink.

ALTERNATIVES
1. That the Board remain involved in the consortium of partners involved in the SFU Carbon Talks “Moving in a Livable Region” initiative to ensure a regional perspective and decline the request for funding.
2. That the Board approve the request to provide funding of $25,000 to the SFU Carbon Talks transportation funding initiative.

FINANCIAL IMPLICATIONS
If the Board approves alternative 1, then there are no financial implications. In-kind staff support for interagency planning initiatives were built into the 2013 budget. If the Board approves alternative 2, then $25,000 would need to be reallocated from other approved 2013 program initiatives. Financial support for the SFU Carbon Talks transportation funding initiative was not included in the 2013 budget. Support for this project may be contemplated as part of Metro Vancouver’s 2014 budget planning process.

SUMMARY / CONCLUSION
Achieving sustainable funding for the regional transportation system is paramount for the implementation of the Regional Growth Strategy. The proposed objectives and scope of work by SFU Carbon Talks for the “Moving in a Livable Region” initiative will add significant value by engaging, educating, and gauging the acceptability of alternative funding sources. Metro Vancouver has been engaged through staff participation in the steering committee. SFU Carbon Talks has approached Metro Vancouver and other public agencies and foundations for funding support. Staff recommends that the Board remain involved in the consortium of partners involved in the SFU Carbon Talks transportation funding initiative to ensure a regional perspective and decline the request for funding.

Attachment:
PowerPoint Presentation – March 6, 2013, titled, “Moving in a Livable Region: Investing in Transportation for a Growing Economy” (Orbit # 7216073)
Moving in a Livable Region:
Investing in Transportation for a Growing Economy

Shauna Sylvester
SFU Centre for Dialogue
Metro Vancouver Transportation Committee Meeting
March 6, 2013
Outline

• Introduction to the Project
• Partners
• Project Activities and Timeline
• Budget
• Questions
Introduction

Project Goal
The goal of this project is to develop a sustainable funding regime for public transportation for Metro Vancouver, and by extension a model for other urban jurisdictions.

Convenor
SFU Centre for Dialogue

Framing
Regional Growth Strategy
GOVERNANCE
How do we make the decisions on the future of transportation in metro Vancouver?

PLANNING
How do we best integrate land-use planning and our vision for transportation in the region?

FUNDING
How do we pay for what we have now, and what we want in the future?

Key Framing Documents
• Metro Vancouver 2040 (Regional Growth Strategy)
• Mayors Council Guiding Principles for Funding of Regional Transportation
• Official Community Plans
Partners

- TransLink
- Mayors’ Council
- Metro Vancouver
- City of Vancouver
- City of Surrey
- Get OnBoard BC
- BC Real Estate Foundation

- Urban Development Institute
- BEST
- Simon Fraser University
- Sustainable Transportation Coalition
Potential Partners

- Port Metro
- YVR
- BC Trucking Association
- Taxi Associations
- Canadian Auto Workers
- Gateway Alliance

- Federation of Canadian Municipalities
- Health Authority
- Seniors/Disability Advocates
- First Responders
- Cycling
**Process**

1. Partnership Development  
   Nov ‘12 to March ‘13 
2. Research and Design  
   Mar to May ‘13 
3. Opinion Research I  
   June ‘13 
4. Community Consultations I  
   June to Sept ‘13 
5. Discussion Guide  
   Sept ‘ 13 
6. Citizen’s Summit  
   Nov ‘13 (TBC) 
7. Opinion Research II  
   Dec ‘13 
8. Community Consultations II  
   Jan to Feb. ‘14 
9. Knowledge Mobilization  
   Mar to May ‘14 
10. Public and Government Relations  
    Mar to May ‘14 
11. Evaluation  
    June ‘14
Metro Vancouver

Benefits:
- Framing: reinforce the Regional Growth Strategy and broaden the public and stakeholder’s understanding of it
- Third party convenor with expertise in dialogue design
- Broad-based consortium of key stakeholders
- Well-considered citizen engagement process
- Addresses funding, governance and planning (including land use and transportation demand management)
- Diversity of funders
- Builds on existing research and lessons from other jurisdictions
## Budget

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Carbon Talks is a project of the SFU Centre for Dialogue.
To: Transportation Committee

From: Ann Rowan, Corporate Sustainability Strategist, Planning, Policy and Environment

Date: April 11, 2013 
Meeting Date: April 18, 2013

Subject: Proposed Transportation Forum

RECOMMENDATION
That the Board direct staff to organize a Transportation Forum in the Fall of 2013 on the regional and local impacts of Goods Movement and request the staff to report back on a more detailed program and agenda.

PURPOSE
To present a proposed theme for a Transportation Forum.

BACKGROUND
At the March 6, 2013 meeting of the Transportation Committee, staff were directed to explore options for a Transportation Forum. This direction was made as an alternative to adopting the concept of a Joint Policy Panel on regional transportation and infrastructure issue. This is also consistent with the Transportation Committee’s Terms of Reference to initiate a forum to discuss key transportation and infrastructure issues that affect the livability, economic prosperity and environmental sustainability of the region.

In recognition of the breadth of experience and knowledge of regional transportation issues of Committee members, it was also decided that members of the committee should be full participants in a forum involving other key stakeholders.

POTENTIAL THEMES FOR THE TRANSPORTATION FORUM
One potential theme for a Transportation Forum would be the “Local and Regional Impacts of Goods Movement”. Goods movement is an integral part of the Metro Vancouver economy but it has significant implications on land use, air quality and traffic volumes at regional and local levels. TransLink is also in the early stages of developing a Goods Movement Strategy that would benefit from a multi-sectoral discussion of the issues and challenges in facilitating a more efficient and effective movement of goods, particularly from the perspective of local governments and their communities.

There are however, other potential themes for a Transportation Forum including
- TransLink’s Long-Term Plan;
- The Linkage between Transportation and Regional Economy; or
- Port Expansion and the Goods Movement Sector

To organize a Transportation Forum in the Fall of 2013, direction from the Committee on which theme would be most relevant or important is crucial. This would involve representatives of key elements of the goods movement system including highways, rail, trucking industry, marine and air...
cargo and representatives of Port Metro Vancouver, YVR, TransLink, the public health authorities and the Agricultural Land Commission.

**PROCESS**
An effective examination of the opportunities and challenges of any of these themes also requires ensuring the participation of decision makers from agencies and organizations that should be involved in the forum and the identification of the relevant stakeholders related to the theme. In terms of attracting these decision makers there may be value in Metro Vancouver partnering with other organizations to co-host and organize the forum. The value of this strategy will again be dependent on the theme and the stakeholders that should participate in the Forum.

For the Transportation Committee to develop an agenda for the Forum that will ensure a robust and useful discussion, presentations from key stakeholders and subject matter experts could be organized for Committee meetings leading up to the forum.

**ALTERNATIVES**
1. That the Board direct staff to organize a Transportation Forum in the Fall of 2013 on the regional and local impacts of Goods Movement and request the staff to report back on a more detailed program and agenda.
2. That the Board direct staff to organize a Transportation Forum on a specific theme and refine the plan incorporating Committee input.

**FINANCIAL IMPLICATIONS**
Activities related to the mandate of the new Transportation Committee were not incorporated into the 2013 budget process so resources would have to be found in a readjustment of budget allocations. Developing a more detailed program for a forum would involve a proposed budget and plan for ensuring the success of a forum.

**SUMMARY / CONCLUSION**
Organizing a Transportation Forum is consistent with the Transportation Committee's Terms of Reference to initiate a forum to discuss key transportation and infrastructure issues that affect the livability, economic prosperity and environmental sustainability of the region. A theme for a forum is essential to produce a common understanding of the challenges and opportunities as well as identifying solutions. This will require a multi-jurisdictional participation as well as a collaborative approach in organizing the forum.

Staff recommends that the Transportation Committee organize a forum on the topic of goods movement for the Fall of 2013 involving key stakeholders. The objective of the forum would be to explore how to resolve some of the regional and local challenges associated with the growth in the goods movement sector.
To: Transportation Committee

From: Raymond Kan, Senior Regional Planner
Planning, Policy and Environment Department

Date: April 11, 2013
Meeting date: April 18, 2013

Subject: Regionally Significant Infrastructure Projects Update

RECOMMENDATION
That the Transportation Committee receive this report for information.

PURPOSE
This report provides an overview of Metro Vancouver staff’s involvement in major transportation and land use initiatives in recent years and how this role could evolve under the leadership and direction of the Transportation Committee.

BACKGROUND
The establishment of the Transportation Committee is integral to Metro Vancouver’s regional planning and growth management mandate. Metro Vancouver staff participate in the planning and policy development work at TransLink reflecting the critical role of integrating land use and transportation planning to realize the goals of Regional Growth Strategy and the Integrated Air Quality and Greenhouse Gas Management Plan. Also, other agencies are undertaking spatial planning involving regionally significant transportation infrastructure decisions, which require monitoring and input from Metro Vancouver. Pursuing better integration and clarity about regional objectives of regional transportation issues will benefit from the leadership of Metro Vancouver’s Transportation Committee.

DISCUSSION

Improving Land Use and Transportation Coordination
Within the region, strides have been made in building a transportation infrastructure and shaping growth in strategic locations but significant challenges remain in identifying priorities for new investment in transportation infrastructure, the funding of these projects and transit operations, and in integrating land use and transportation development that will support the livability, prosperity and environmental sustainability objectives of this metropolitan region.

The table below identifies the regionally significant transportation infrastructure projects and other initiatives that has involved Metro Vancouver staff on operational issues and will require strategic and political input from the Metro Vancouver Board through the Transportation Committee (additional information on some of these initiatives are contained in the Manager’s Report).
In addition, Metro Vancouver staff sit on the Major Roads and Transportation Advisory Committee (MRTAC) which a standing committee of intergovernmental transportation planners and engineers. Regular updates on these projects will be provided in the Manager’s Report and at critical decision points the Transportation Committee can expect more expanded analysis of policy options.

Moving Forward
To date Metro Vancouver’s involvement in interagency planning initiatives has largely been at the staff level. Turning the region’s attention forward, Metro Vancouver, supported by the Transportation Committee and other committees, could play a strong role to help define the economic future for the region primarily through leadership on the land use and transportation fronts.

Staff will continue to be active in interagency discussions and produce for the Transportation Committee briefing materials and policy papers based on sound evidence-based analysis. Having the Transportation Committee be active in directing and reviewing policy materials, and supporting the Board to establish early policy positions will add significant value to land use and transportation decision-making in the region.

ALTERNATIVES
1. That the Transportation Committee receive this report for information.
2. That the Transportation Committee provide alternative direction to staff.

FINANCIAL IMPLICATIONS
From a staffing perspective, Metro Vancouver is able to support the Transportation Committee in the short term. The staff in Planning, Policy, and Environment has expertise in land use and strategic transportation planning and policy; population, employment, and settlement forecasting; air quality and climate protection policy; and economic analysis.
As the transportation portfolio continues to evolve, it is anticipated that additional staff with specific expertise in transportation will be required. This will be examined through the annual planning and budget process. However, additional consultant resources, beyond what was approved in the 2013 budget, are likely required in the near term. Staff will present options to the Committee as these needs are better defined.

SUMMARY / CONCLUSION
A variety of major transportation infrastructure and land use initiatives are being undertaken in the region that may have lasting impacts on transportation patterns and land use. Metro Vancouver staff has been proactive in engaging and providing regional perspectives in these processes. Under the leadership and direction of the Transportation Committee, Metro Vancouver should play an even stronger role in shaping a forward-looking agenda in integrating land use and transportation planning and decisions about transportation infrastructure consistent with regional provisions of livability, prosperity and environmental sustainability. In the short term, Metro Vancouver staff will continue to support the Transportation Committee through updates on regionally significant transportation initiatives and the provision of sound research and analysis at important decision points. As the transportation portfolio continues to evolve, it is anticipated that additional staff with specific expertise in transportation will be required. Staff recommends that the Transportation Committee receive this report for information.
To: Transportation Committee

From: Raymond Kan, Senior Regional Planner
Planning, Policy and Environment Department

Date: April 11, 2013
Meeting Date: April 18, 2013

Subject: Regional Transportation Strategy Update

RECOMMENDATION
That the Transportation Committee receive this report for information.

PURPOSE
This report provides an overview of TransLink’s Regional Transportation Strategy.

BACKGROUND
Under the South Coast British Columbia Transportation Authority Act, TransLink is required to adopt a new Regional Transportation Strategy (RTS) by August 1, 2013. The current strategy, Transport 2040, was adopted in 2008.

TransLink’s current thinking is to prepare a “RTS Strategic Framework” to meet the statutory requirement. This document is intended to be presented to Metro Vancouver and the Mayors’ Council on Regional Transportation for endorsement prior to consideration of adoption by the TransLink Board on August 1. After August 1, TransLink will prepare an “Implementation Plan” that will define include major investment decisions over the first 15 years. TransLink will seek endorsement of this second document in early 2014.

TransLink’s planning approach is to evaluate possible medium-term and long-term investments through “performance evaluation”, that is measuring the relative benefits (transit ridership gains, mode shifts, reductions in vehicle kilometres travelled and greenhouse gas emissions, support for Urban Centres and Frequent Transit Development Areas, etc.) and the costs (capital and operating) of projects. Through this approach, better information about trade-offs is prepared and that will support an evidence-based deliberation amongst the public, stakeholders, and decision-makers.

DISCUSSION
Consultation with Local Governments and Stakeholders
Preparing and achieving consensus on a long-range transportation plan is a tall order, but a necessary effort if the Regional Growth Strategy is to be implemented successfully. TransLink began the process of preparing the RTS in 2011 by commissioning a series of background research on various elements of the transportation system (e.g. transit, walking, cycling, roads, parking, etc.). Draft goals and policy directions were crafted. Along the way, TransLink sought the feedback of
local government planners and engineers, including Metro Vancouver, and other stakeholders primarily through a Regional Agency Forum.

In early 2013, TransLink expanded the scope of consultation with local governments and stakeholders, in part to respond to municipal staff desire for greater involvement in the preparation of the RTS and the sentiment that municipal staff can bring much experience, expertise, and value to the table; and in part to reflect the development of the Memorandum of Understanding with Metro Vancouver.

TransLink established a Regional Transportation Strategy Partner Advisory Committee, comprising the Chairs and 2-3 members each from the Regional Planning Advisory Committee (RPAC), the Regional Engineers Advisory Committee (REAC), and the Major Roads and Transportation Advisory Committee (MRTAC), and staff from Metro Vancouver, Ministry of Transportation and Infrastructure (MOTI), Port Metro Vancouver, and UBC. The purpose of this group is to provide a forum for senior-level staff input and technical advice on the RTS, and to provide senior-level staff representatives from these partner agencies with a structure to convey their collective positions on the development of the RTS to the Regional Transportation Strategy Steering Committee and to the three planning and engineering advisory committees.

The Steering Committee comprises the Chair and Vice-Chair of the Regional Administrators Advisory Committee, TransLink Vice-President of Strategic Planning and Public Affairs, MOTI Assistant Deputy Minister, Metro Vancouver General Manager of Planning, Policy and Environment, and the Chairs of RPAC, REAC, and MRTAC.

The Regional Agency Forum remains the primary venue for local government and stakeholder staff review and discuss plan content prepared by TransLink. The next Regional Agency Forum, the fourth to be convened and the first one since November 2013, is scheduled for April 24, 2013.

TransLink’s Path to August 1

It would be incredibly challenging to prepare a 30-year transportation strategy and a 15-year implementation plan, and achieve regional consensus amongst municipalities, Metro Vancouver, and the Province in the next three months. What may suffer under this very compressed timeline is the quality of the goals, policy directions, and implementation details so necessary for a plan to be useful for making investment decisions. TransLink is addressing the timing issue largely by:

- focusing the dialogue over the next three months on reaffirming or updating the goals and policy directions set out in Transport 2040 (i.e., the “RTS Strategic Framework”),
- narrowing the scope of consultation, and
- deferring the difficult choices over investments, staging, and funding until after August 1 as part of the “Implementation Plan”.

It is anticipated that TransLink will seek Metro Vancouver’s endorsement of the RTS Strategic Framework in July. While staff will remain engaged in the process and provide comments on products that TransLink is producing for their fit with the Regional Growth Strategy and other Board objectives, TransLink must engage with Metro Vancouver in a more fulsome manner. The Transportation Committee is in the position to influence the RTS Strategic Framework between now and August 1, but the window is very narrow and closing fast. Ultimately, Metro Vancouver has the
flexibility to endorse, reject, or abstain from taking action on the RTS Strategic Framework prior to August 1.

**ALTERNATIVES**
1. That the Transportation Committee receive this report for information.
2. That the Transportation Committee provide alternative direction to staff.

**FINANCIAL IMPLICATIONS**
There are no financial implications to receiving this report for information. In-kind staff involvement in interagency planning initiatives is included in the 2013 budget.

**SUMMARY / CONCLUSION**
TransLink must adopt a new Regional Transportation Strategy by August 1, 2013. TransLink is proposing to prepare the RTS Strategic Framework to meet the statutory requirement. TransLink will prepare an Implementation Plan for early 2014. TransLink has established a consultation structure that focuses on obtaining feedback from senior staff of local governments and stakeholder agencies. The consultation structure suffers from the compressed timeline, narrow scope of deliberation, and deferment of key decisions over investments, staging, and funding. Metro Vancouver staff remains engaged at the RTS Steering Committee and Partner Advisory Committee. The Transportation Committee is in the position to influence the RTS Strategic Framework between now and August 1. Ultimately, Metro Vancouver has the flexibility to endorse, reject, or abstain from taking action on the RTS Strategic Framework. Staff recommends the Transportation Committee receive this report for information.
To: Transportation Committee

From: Delia Laglagaron, Deputy Commissioner/Deputy Chief Administrative Officer
       General Manager, Planning, Policy and Environment

Date: April 10, 2013

Subject: Manager's Report

RECOMMENDATION
That the Transportation Committee receive this report for information.

Updates from TransLink
Per the Committee’s request, TransLink staff provided updates on its Goods Movement Strategy and Regional Trip Diary (Attachment 1).

Bay Area Joint Policy Committee
At the March 6, 2013 Transportation Committee, a question was posed as to the funding of the Joint Policy Committee in the San Francisco Bay Area. Ted Droettboom, former manager of the Joint Policy Committee, provided the following information:

- JPC Annual Budget: $285,000 USD
- JPC Staff: 1 FTE and 1 consultant

The budget is shared by the Metropolitan Transportation Commission (approximately two/thirds) and the remainder by the Bay Area Air Quality Management District. All committee members receive a meeting fee from their respective agencies at the prevailing rate for that agency.

Rapid Transit Studies
TransLink has completed rapid transit studies for the Broadway corridor in Vancouver and for the 104th Avenue, Fraser Highway, and King George Boulevard corridors in Surrey and Langley. A shortlist of preferred alternatives has been identified for each of these study areas. According to TransLink, the preferred alternative will be determined through regional consultation on the Regional Transportation Strategy. Metro Vancouver staff has been intimately involved in the studies through participation in the steering and technical committees since fall 2008.

Pattullo Bridge Review Project
TransLink is undertaking an alternatives analysis for the Pattullo Bridge. The facility is vulnerable to significant damage from seismic events and marine vessel impacts, and is experiencing structural deterioration and operational safety deficiencies. TransLink is working in cooperation with the Cities of New Westminster and Surrey, in association with the Province and Metro Vancouver, to systematically identify an appropriate and acceptable solution. Phase 1 consultation on a long list of about 29 alternatives will commence in June 2013. The Phase 2 consultation on a shorter list of
alternatives will take place in Fall 2013. Phase 3 consultation on preferred alternative(s) will likely take place in early 2014.

Metro Vancouver staff has been engaged in this project from the outset since December 2011. Staff currently sits on the steering and technical committees.

**George Massey Tunnel Replacement Project**

The Province recently completed the Phase 2 consultation on the George Massey Tunnel Replacement Project (March 11–April 2, 2013). In Phase 1 ("Understanding the Need"), Metro Vancouver provided staff comments to guide the development of the project and to ensure a broader perspective is retained on other transportation priorities in the region (see attachment). According to the Ministry of Transportation and Infrastructure, congestion reduction was named by stakeholders in Phase 1 as the most important factor to consider in developing replacement options (conversely, greenhouse gas reduction was not identified as a project goal or criterion).

For Phase 2, the Ministry consulted on five scenarios:
- Scenario 1: Maintain Existing Tunnel
- Scenario 2: Replace Existing Tunnel with New Bridge
- Scenario 3: Replace Existing Tunnel with New Tunnel
- Scenario 4: Maintain Existing Tunnel and Build New Crossing along Highway 99 Corridor
- Scenario 5: Maintain Existing Tunnel and Build New Crossing in a New Corridor

At this stage, the Ministry has not completed the technical analysis, and have not provided any quantitative measures of performance (e.g. change in acreage of agricultural lands, change in vehicle-kilometres travelled and greenhouse gas emissions, etc.).

Metro Vancouver staff remains actively engaged in this process. Staff attended a community open house and one scheduled stakeholder session. Staff submitted a comprehensive letter as formal input. Staff will review the alternative scenarios for implications on the Regional Growth Strategy and other objectives as the Ministry produces quantitative information, and advice the Transportation Committee as appropriate.

**Port Metro Vancouver Land Use Plan Update**

Port Metro Vancouver is working to prepare the first land use plan since the three former marine port authorities in the region were amalgamated. The first two phases of consultation conducted in 2012, Port Metro Vancouver consulted stakeholders, including Metro Vancouver, on the critical issues related to port planning and operations, and proposed goals, objectives, and policy directions for the new land use plan. Metro Vancouver staff provided comments relative to the Regional Growth Strategy and other Board objectives. Also, in March 2013, the Board sent a letter to Federal Minister of Transport Denis Lebel urging support for the Board’s request that Port Metro Vancouver’s new land use plan not include any land or marine designation that would allow non-agricultural uses on Agricultural Land Reserve lands.

Port Metro Vancouver has initiated the Phase 3 consultation. In April, the Port is seeking comments on current port land and marine designations, additional information that the Port should consider as it updates the designations, and any mapping inaccuracies with mapping information of the current designations. Staff will be preparing formal comments prior to the deadline of May 3, 2013. Phase 3 also includes stakeholder workshops in June to review the revised goals, objectives, and
policy directions, and the proposed land and marine designations. In the Fall, the Port will release
the draft land use plan for consultation.

Attachment: Update from TransLink (Orbit 7199443)
Update from TransLink

TransLink staff provides the following update on the development of a Goods Movement Strategy as part of the Regional Transportation Strategy process.

Goods Movement Strategy

TransLink is developing a Goods Movement Strategy as part of ongoing work to update the region’s long-range Regional Transportation Strategy (RTS). Goods movement is strongly linked to the region’s goals for the health of the economy, environment, and region’s communities.

The Goods Movement Strategy will build on substantial work completed by TransLink, Metro Vancouver, Port Metro Vancouver, the Gateway Council, Transport Canada, and other partners. This work analyzed the character, demand, and supply of goods movement in the Metro Vancouver region, including:

<table>
<thead>
<tr>
<th>Study Name</th>
<th>Year</th>
<th>Participants</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metro Vancouver Dangerous Goods and Truck Classification Survey</td>
<td>2008</td>
<td>TC, MOTI, TransLink</td>
</tr>
<tr>
<td>Major Road Network Dangerous Goods Movement Study</td>
<td>2011</td>
<td>TransLink</td>
</tr>
<tr>
<td>Connecting Canada’s Pacific Gateway – Enhancing Planning Capacity in the</td>
<td>2012</td>
<td>Multiple regional industry and public agency</td>
</tr>
<tr>
<td>Metro Vancouver Region</td>
<td></td>
<td>partners</td>
</tr>
<tr>
<td>Clean Transportation Initiative – Port-Related Trucking Foundational Study</td>
<td>2012</td>
<td>Port Metro Vancouver, Transport Canada</td>
</tr>
<tr>
<td>Applied Freight Research Initiative – Regional and Inter-Regional Freight</td>
<td>2013</td>
<td>TransLink, Transport Canada, MOTI</td>
</tr>
</tbody>
</table>

The Goods Movement Strategy will include the following activities:

- Create a better understanding of the role of Metro Vancouver’s goods movement sector in the regional, provincial, and national economies;
- Identify the region’s strategic-level goods movement needs;
- Define TransLink’s role in supporting goods movement in the region;
- Develop policy recommendations to guide future decision-making pertaining to goods movement issues;
- Present a set of potential actions and strategies for TransLink and other agencies to support goods movement; and
- Assess relevant policy tradeoffs and considerations.

In 2012, TransLink commissioned Global Context and Local Context discussion papers for the goods movement sector. These papers describe the role of goods movement in Metro Vancouver and
importance to the RTS. Initial stakeholder consultation also indicates that the goods movement industry benefits from transportation strategies that manage congestion and improve reliability, including investments in transit infrastructure and services.

The first phase of the Goods Movement Strategy will be part of the updated RTS. It will focus on development of foundational policies, and consideration of TransLink's role in advancing goods movement objectives over the coming 30 years, including:

- Integrating goods movement with overall regional land use and transportation plans;
- Supporting initiatives aimed at managing congestion, maintaining the region's quality of life, and promoting economic vitality;
- Reducing conflicts between freight and other road users;
- Balancing local community goals, including community character and cohesion and supporting sustainability, with needs for goods movement infrastructure and services;
- Facilitating and enhancing cross-jurisdictional planning coordination and consistency;
- Advancing partnerships among stakeholders to provide and manage road infrastructure, and ensuring the planning and financing of this infrastructure is balanced with other needs; and
- Conducting research and managing information, including data that describe the demand and supply of goods movement, tools to forecast demand, and research on best practices.

The second phase will be part of the RTS implementation plan, to define specific actions and timelines suitable for a medium term 15-year horizon, supported by a consultation process including engagement with local municipalities and other stakeholders.

**2011 Regional Trip Diary**

TransLink’s Trip Diary Survey, conducted every 3-5 years, collects information on travel patterns throughout Metro Vancouver. The survey is used throughout the region by various stakeholder groups, including municipal planners and engineers, to help shape decisions on transportation solutions in the region.

The 2011 Trip Diary is now available and provides a “snapshot” of a day in the life of Metro Vancouver transportation system. Some highlights of what the trip diary revealed are:

1. **Metro Vancouver is a fast growing region.** Since 2008, when the last trip diary was done, the Metro Vancouver region added another 132,000 people and 44,000 jobs, which represents about a 6% and 4% growth.
2. **Demand for travel continues to grow in Metro Vancouver.** On an average fall weekday, Metro Vancouver residents made a total of just over 6 million trips. Overall, there are more trips being made because there are more people and jobs in the region; and individually people are making slightly more trips than in 2008. Demand for all modes continues to climb with cycling and transit growing at the fastest rate.
3. **People are making smarter choices in how they travel.** Current mode share for walking, cycling, transit, auto passenger and auto driver is at 2%, 11%, 14%, 16% and 57%, respectively. Mode shares vary in different parts of the region, with Burrard Peninsula experiencing the highest walking, cycling and transit mode shares.
4. **Metro Vancouver's residents make a variety of trips**, ranging in scale from local trips to trips with neighboring communities to regional trips. About 43% of all travel in the region is made between municipalities. With the exception of Vancouver, the vast majority of commute trips in each municipality are destined to another municipality (up to 89% in some municipalities).

5. **Currently, the automobile is still the dominant mode of travel**, accounting for almost three quarters of all trips. Significant progress still has to be made in terms of reducing auto use and increasing the proportion of walking, cycling and transit in order for the region to meet the region’s currently stated objectives of having most people using these modes.

The trip diary information is foundational information for the region's long-range Regional Transportation Strategy, which is in the process of being updated. The full report is available at [http://www.translink.ca/~media/Documents/customer_info/translink_listens/customer_surveys/Trip%20Diaries/2011%20Metro%20Vancouver%20Regional%20Trip%20Diary%20Analysis%20Report.ashx](http://www.translink.ca/~media/Documents/customer_info/translink_listens/customer_surveys/Trip%20Diaries/2011%20Metro%20Vancouver%20Regional%20Trip%20Diary%20Analysis%20Report.ashx)
21 March 2013

Minister of Transport, Infrastructure and Communities
The Honourable Denis Lebel
Tower C - 330 Sparks Street
Ottawa, Ontario K1A 0N5

Dear Minister Lebel,

The TransLink Board is delighted that the federal government has renewed its commitment to infrastructure funding in the Canada’s Economic Action Plan 2013, announced by Minister Flaherty this afternoon. It is because of federal government support that the Metro Vancouver region now benefits from a world-renowned transportation network.

TransLink recognizes just how vital federal funding for transportation in this region has been, and continues to be. Over the last decade, TransLink invested more than $2 billion in federal capital funds, along with $1 billion in provincial commitments, to build an outstanding transportation network that the people of this region can rely on. TransLink now moves almost 80 per cent more people by transit. Federal investments have helped increase transit ridership in Metro Vancouver by 57 per cent and created jobs, improved commute times and productivity, and reduced road congestion and vehicle emissions. In 2011 alone, TransLink provided more than 233 million transit rides to customers.

Projects made possible by senior government support include:

- Completion of the Canada Line, which helped deliver a successful transportation experience during the Vancouver Winter Olympic Games in 2010
- Creation of one of the most accessible bus fleets in Canada
- Completion of a seismic upgrade on the Knight Street Bridge
- Improvements for pedestrian safety, and enhanced vitality of streetscapes
- Procurement of fuel-efficient vehicles and building one of the most modern transit fleets in North America
- Replacement of a SeaBus in 2010 and procurement of a second replacement SeaBus
- Completion of West Coast Express cars and station upgrades
- Construction of Evergreen Line expansion and critical upgrades to SkyTrain stations underway
- Introduction of Compass smart card and fare gates system later this year.
Our transportation system today supports the economic, transportation and environmental objectives of all levels of government. It does so, in great part, because of federal funding programs like the Gas Tax Fund, the largest federal funding program available to TransLink, and the Building Canada Fund.

In the months ahead, we look forward to working with you and officials in your ministry to further develop the details of the new Building Canada plan. Our ongoing partnership with the federal government, one that includes business, industry and the people who live here, will enable our region to meet its future transportation needs.

Sincerely,

Nancy Olewiler
Chair, TransLink Board of Directors

Cc: Honourable Jim Flaherty, Minister of Finance
    Minister Mary Polak, BC Minister of Transportation and Infrastructure
    Greg Moore, Board Chair, Metro Vancouver
    Michael W. Roschlau, President and Chief Executive Officer, CUTA
    Michel Gravel, Executive Director of the Transportation Association of Canada
March 21, 2013

Minister of Finance
The Honourable James M. Flaherty
Department of Finance Canada
140 O’Connor Street
Ottawa, Ontario K1A 0G5

Dear Minister Flaherty,

On behalf of the TransLink Board, I am writing to thank the federal government for renewing its support to fund infrastructure through a new Building Canada plan as announced in Canada’s Economic Action Plan 2013. TransLink recognizes that ongoing partnership with the federal government is critical for this region to meet its future transportation needs.

Federal funding for transportation in this region has been, and continues to be, essential. Over the last decade, TransLink invested more than $2 billion in federal capital funds, along with $1 billion in provincial commitments, to build an outstanding transportation network that the people of this region can rely on. TransLink now moves almost 80 per cent more people by transit. Federal investments have helped increase transit ridership in Metro Vancouver by 57 per cent and created jobs, improved commute times and productivity, and reduced road congestion and vehicle emissions. In 2011 alone, TransLink provided more than 233 million transit rides to customers.

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- Introduction of Compass smart card and faregates system later this year.
Funding programs, such as the Gas Tax Fund, the largest federal funding program now available to TransLink, and the Building Canada Fund have enabled us to deliver a transportation system that effectively supports the economic, transportation and environmental objectives of all levels of government.

We look forward to continued support from all levels of government, coming together with business, industry and the people of the region, to meet the transportation needs of the future.

Sincerely,

Nancy Olewiler
Chair, TransLink Board of Directors

Cc: Honourable Denis Lebel, Minister of Transport, Infrastructure and Communities
    Minister Mary Polak, BC Minister of Transportation and Infrastructure
    Greg Moore, Board Chair, Metro Vancouver
    Michael W. Roschla, President and Chief Executive Officer, CUTA
    Michel Gravel, Executive Director of the Transportation Association of Canada
March 13, 2013

The Honourable Mary Polak  
Minister of Transportation and Infrastructure  
PO Box 9055 Stn Prov Govt  
Victoria, BC V8W 9E2

Dear Minister Polak:

Re: George Massey Tunnel Replacement Project

At its March 11, 2013 meeting, Richmond City Council considered a report that provided an overview of the five potential crossing options being explored as part of the Phase 2 consultation for the George Massey Tunnel Replacement Project. As you are aware, Scenario 5 would maintain the existing tunnel and construct a new crossing between No. 8 Road in Richmond and 80th Street in Delta. This scenario has been proposed at various times in the past and Richmond has consistently registered its opposition to a new crossing in this area as:

- our Official Community Plan envisions the protection of existing farm lands and that any improvements to provincial highways be restricted only to within existing corridors in Richmond; and
- any proposed new highway corridors through existing farm lands would be detrimental to the City and the region.

Therefore, Council resolved that, the Ministry be formally advised that the City is strongly opposed to any proposed river crossing options that would significantly impact existing farm lands and communities, particularly Scenario 5 as presented in the Phase 2 public consultation material for the George Massey Tunnel Replacement project.
We look forward to receiving confirmation that Scenario 5 has been duly deleted from further consideration in determining a preferred option.

Yours truly,

Malcolm Brodie
Mayor

cc: John Yap, MLA – Richmond-Steveston
    Rob Howard, MLA – Richmond Centre
    Linda Reid, MLA – Richmond East
    Adrian Dix, MLA – Vancouver-Kingsway, Leader of Official Opposition
    Agricultural Land Commission
    Metro Vancouver Agricultural Advisory Committee
    Richmond Agricultural Advisory Committee
    Metro Vancouver Municipalities
    Councillors
February 28, 2013

Metro Vancouver
4330 Kingsway
Burnaby, BC V5H 4G8

Attention: Dianne Watts
Chair, Metro Vancouver Transportation Committee

Dear Chair Watts:

Re: Deltaport Traffic Impacts

This is to advise that Richmond City Council at its meeting held on Monday, February 25, 2013 considered the above matter and adopted the following resolution:

That the “Proposed Truck Congestion Reduction Measures”, presented in part 2.5 of the staff report, be forwarded to the appropriate Metro Vancouver Committees and affected municipalities.

As the future truck traffic volumes due to the planned Deltaport expansion are projected to increase by 50% by 2014 and almost triple by 2030, it is imperative for Port Metro Vancouver to expedite the implementation of their proposed truck congestion reduction measures in a timely manner. These measures, as outlined in Section 2.5 of the City of Richmond staff report titled Deltaport Expansion – Potential Traffic Impacts to Richmond are:

- reducing truck trips in peak periods by encouraging truck drivers and companies to shift their pickup and delivery to off-peak delivery times;
- implementing a dispatch system to reduce the number of empty trips (trips to or from the terminal with no container) in co-operation with trucking associations and companies;
- utilizing GPS or other tracking technology in co-operation with trucking associations and companies to locate and contact vehicles on a real-time basis in order to anticipate travelling conditions for individual vehicles, thereby creating better arrival and departure strategies; and
- providing designated sites in the vicinity of Deltaport for waiting trucks.
Collectively, these measures proposed by PMV have the potential of reducing container truck traffic significantly on regional roadways and therefore, your support of their timely implementation is strongly encouraged.

For your convenience, the entire staff report can be found at the following link:

If you have any questions on this matter, please contact Victor Wei, Director, Transportation at 604-276-4131 or vwei@richmond.ca.

Yours truly,

Malcolm D. Brodie
Mayor

pc: Councillors
SMT
Carol Mason, CAO Metro Vancouver
Victor Wei, Director, Transportation