

Underwood, Victor TRAN:EX

From: Transportation, Minister TRAN:EX
Sent: October-17-13 3:12 PM
To: 'rwalton@dnv.org'
Cc: Main, Grant TRAN:EX; Dawes, Jacquie TRAN:EX; Wolford, Jessica TRAN:EX
Subject: 220921 - TransLink

Dear Mayor Walton:

Please find attached correspondence from the Honourable Todd Stone, Minister of Transportation and Infrastructure.



220921.pdf

Thank you,
Office of the Minister
Ministry of Transportation and Infrastructure



October 17, 2013

His Worship
Mayor Richard Walton, Chair
Mayors' Council on Regional Transportation
4720 Kingsway, Suite 1600
Burnaby BC V5H 4N2

Reference: 220921

Dear Mayor Walton:

Re: TransLink

Thank you for your letter of October 7, 2013, confirming the Mayors' Council on Regional Transportation's perspectives on funding sources and requesting direction on parameters for the 2014 Referendum; timelines to achieve Spring 2014 legislation to improve TransLink governance; and a possible structure to explore mobility pricing.

For my part, I want to express my appreciation for the opportunity to have heard from the Mayors at your September 26th meeting. I believe that we had a productive dialogue, and I also heard their view that their position on governance has been adequately communicated via the TransLink Governance Review, and that Council is ready to hear my proposal for improvements.

I can tell you in principle where my thoughts are in relation to the three areas we have been focused on, and I would also like to clarify my thoughts on the process moving forward.

With respect to governance, I appreciate the direction indicated within the TransLink Governance Review: that policy decisions should be made by elected officials, and that we should continue to benefit from the strengths of having an operational board oversee the day to day operations of TransLink. These are themes I look forward to discussing in greater detail with the full Council when we next meet.

On the question of funding sources, I have stated that all options are on the table, as long as they meet the four criteria previously set out by my predecessor. Having said that, I believe it is premature to consider mobility pricing, but I would like my staff to work with TransLink to more fully develop this idea so that it can be brought back for further consideration as we look at the longer term needs of the region. More generally, my position is that any new funding sources must be aligned to system expansion, and that existing services must be funded through currently available revenue sources. As well, I think we agree that system expansion must be consistent with provincial priorities, and I will ask my staff to continue this dialogue through their support of TransLink's efforts to define expansion scenarios.

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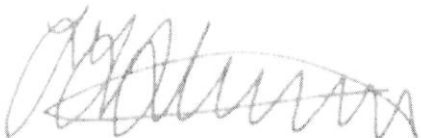
With regard to the referendum, I agree resolution is needed with respect to the timing and the type of question. In considering options, I want to reconfirm my view that the objective is to seek public approval for new funding options that support a vision for continued investment in transportation services in the Lower Mainland. It must be delivered with a view to keeping delivery costs manageable and to maximizing voter participation. And it must also drive to a successful outcome, which would be best assured if the Mayors are actively engaged in the referendum process.

In terms of the process from here, my objective is to reach a consensus with the Mayors on these areas before Christmas. To that end, I look forward to receiving feedback respecting my positions from your discussions on October 18th. My expectation is that this exchange will allow us to reconvene the working group by early November, to engage in meaningful discussions on the options for each topic which would be brought to the final Mayors' Council of the year. I believe it is imperative that we finalize the way forward at that meeting to allow work to begin in earnest in the New Year on the vision that will underpin a campaign leading to the referendum.

I look forward to hearing your thoughts and those of the Council following the October 18th meeting, and will ask that a next date for the working group be scheduled no later than early November. To optimize the time the working group has to work through this process, I encourage you to consider a later date for the final 2013 meeting of the Council, ideally early in December.

I value your cooperation to date on these challenging issues, and look forward to continued productive dialogue.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Todd Stone', written over a light blue horizontal line.

Todd Stone
Minister

Underwood, Victor TRAN:EX

From: Richard Walton, Mayor <waltonr@dnv.org>
Sent: October-07-13 3:56 PM
To: Transportation, Minister TRAN:EX
Subject: Mayors' Council on Regional Transportation
Attachments: Letter to Minister Stone; Oct 7, 2013.pdf; Appendix 1 (MOU Mayors' Counc).pdf; Appendix 2 (Guiding Principles).pdf

Follow Up Flag: In case of problems, email postmaster@dnv.org.
Flag Status: Flagged

Minister Stone:

Attached please find a letter from Mayor Walton, Chair of the Mayors' Council.

Regards,

Louise Horton
Executive Assistant to Mayor Richard Walton
District of North Vancouver, 355 W Queens Rd., North Vancouver, BC V7N 4N5
Tel: 604-990-2208
lhorton@dnv.org ; www.dnv.org

Mayors' Council on Regional Transportation

Mayors' Council on
Regional Transportation
1600 – 4720 Kingsway
New Westminster, BC V5H
4N2
Canada
Tel 604-453-4611
Fax 604-453-4626
www.translink.ca

October 7, 2013

Via e-mail: minister.transportation@gov.bc.ca

Honourable Todd Stone, MLA
Minister of Transportation and Infrastructure
PO Box 9055 Stn Prov Govt
Victoria, BC V8W 9E2

Dear Minister Stone:

Mayors' Council thanks you for your attendance at the September 26 meeting and also for the resolve you expressed to address the governance and funding issues for public transportation in the Metro Vancouver Region.

Clearly evident was our collective frustration with not having achieved the objectives agreed to in the Memorandum of Understanding (Appendix 1) signed by the Province and Mayors' Council three years ago. Together the MOU and TransLink's Vision Statement, provide clear direction for the region's transit investment and operation: what continue to be missing is a clearly articulated funding structure and a governance model built on a solid foundation of transparency and public accountability.

Vision Statement

As a region, we maintain our global position as one of the best places in the world to live because we meet our transportation needs in a way that simultaneously enhances the health of our people and communities, economy, and environment.

As a region, we can best achieve these goals by designing our communities and transportation system in a way that:

- *makes it possible to make half of all trips by walking, cycling and transit; and*
- *makes it possible to reduce the distances people drive by one-third.*

In our recent productive discussions, Mayors' Council emphasized the critical links between governance and public accountability; land use and transit planning; and the necessity for planning and investing in goods and people movement as part of the same processes. These issues are all connected and our Boards of Trade, academics, and both goods movement and transit advocates recognize this. The Guiding Principles developed by us three years ago (Appendix 2) again emphasize these points.

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October 7, 2013

As well as providing proactive comments and working closely with five Ministers since 2009, we have provided clear responses to Ministry questions about our preferences for transit funding and commissioned an independent study on Transit governance as a resource for the Ministry in considering change to the current model. Mayors' Council provided specific comments in a letter to Minister Polak in February 2013. Mayors' Council supports:

- introduction of the Vehicle Registration Fee as a near-term funding source until a longer term source can supplant it.
- a .5% regional sales tax toward public transit within the region.
- either the future reallocation of new incremental carbon tax revenues generated within Metro Vancouver, or the implementation of a new regional carbon tax with the revenue allocated to TransLink.
- the consideration of land value capture arising from investment in public transportation as a funding source for TransLink to help offset some of the costs of major infrastructure improvements.
- TransLink, the Provincial Government and Metro Vancouver planning and introducing a mobility pricing system in the region consistent with our common Vision and Principles. The development and engagement process would consider best practices from around the world and involve all stakeholders in the region in a transparent planning exercise aimed at implementation in 2016.

We appreciate your recent acknowledgement of the urgency of the situation, especially given the arbitrary imposition of a regional transit referendum within 2014. In response to our September 26 meeting and subsequent telephone conversation today, we request that you provide us with immediate guidance concerning the following points prior to our next Mayors' Council meeting on October 18:

1. *Parameters for determining the Referendum question and timing including the process for Ministry approval and endorsement of the wording, and a framework for the Referendum campaign including: the budget and source of funds, and the Ministry's articulation of its leadership.*
2. *A timeline of dates and targeted outcomes for governance discussions from the present up to Spring legislative action.*
3. *A proposed structure for engaging in multi-party discussions on a regional approach to demand management mobility pricing.*

The South Coast Transportation Act purposely provides very limited duties and functions for the Mayors' Council, beyond appointing directors and commissioners, and approving periodically supplemental financial plans: there is no envisioned or defined role for Mayors' Council or municipal governments in the upcoming referendum. The consequence of a transit referendum not passing in 2014 would be an urgent and

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immediate need for massive provincial investment in road infrastructure to accommodate the consequential rise in vehicles within the region. This in itself contradicts the Province's policy on reducing greenhouse gas emissions within the region.

In closing we wish to again reiterate our June 19 motion stating:

- our opposition to the use of a referendum to determine further sources of sustainable funding for TransLink for many reasons, including that:
 - referenda are tools without context and would be divisive to the region
 - making complex policy by referenda is contrary to principles of good governance;
- our commitment to work with the Provincial Government to find effective ways to consult with the public in order to determine appropriate funding sources for TransLink in accordance with the principles set out in the Memorandum of Understanding;

In summary, our discussions with you on September 26 were very candid, optimistic, but tempered with a strong sense of urgency. *We are 23 elected leaders representing two thirds of the Province's population, who despite our individual political differences, are unanimously committed to providing the transit necessary to meet our communities' needs.* The tools to do this currently rest with an appointed board and the Ministry. We ask that you give us the tools to perform the work the public expects us to do.

Sincerely,



Mayor Richard Walton, CPA, FCA
Chair, Mayors Council

MEMORANDUM OF UNDERSTANDING

BETWEEN:

MAYORS' COUNCIL ON REGIONAL TRANSPORTATION

c/o TransLink Offices

Suite 1600 – 4720 Kingsway

Burnaby, BC

V5H 4N2

(hereinafter called the "Mayors' Council")

OF THE FIRST PART

AND:

HER MAJESTY IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA AS REPRESENTED BY THE PREMIER AND THE MINISTER OF TRANSPORTATION AND INFRASTRUCTURE

Parliament Buildings

Victoria, British Columbia

V8V 1X4

(hereinafter called the "Province")

OF THE SECOND PART

WHEREAS:

- A. The Province of British Columbia and municipal governments in the Metro Vancouver area are committed to developing a long term strategy for promoting "Livable Cities" in the region that are designed for sustainable growth and British Columbians' needs in the 21st Century.
- B. "Livable Cities" will require new and innovative policies that integrate a wide variety of federal, provincial, regional and local initiatives and policies that ensure the achievement of this overall goal.
- C. Efficient, affordable, carbon smart transportation infrastructure and services are an integral part of a "livable city" strategy that aspires to help plan for as well as shape population growth in new ways that create cleaner, safer, healthier communities and the efficient movement of people, goods and services.
- D. The combined resources of senior governments together with that of Metro Vancouver's 21 municipalities are required to sustain and support the development of a transportation system that efficiently integrates the movement of people and goods across the entire region. This will be done at the lowest cost possible for taxpayers within a comprehensive network that will:

- Support environmentally sustainable cities with healthy populations and growing economies;
 - Provide a gateway for international commerce for Canada;
 - Foster lower carbon emissions, better air quality, reduced traffic congestion, and more convenient travel options; and
 - Encourage relatively lower housing costs, more affordable housing, and new municipal infrastructure and services.
- E. The Province, the Mayors' Council, and TransLink wish to work together to achieve the following goals represented in the transportation plans of the Province and TransLink, and the goals of the proposed Metro Vancouver "Livable Region Strategy" all of which have been broadly embraced by the public, stakeholders, and governments:
- Provide efficient, reliable, carbon reduced transit that contributes to the majority of trips made by public transit, walking, and biking; all allowing and encouraging people to reduce dependence on their vehicles, especially single occupancy trips, and offering healthy lifestyle choices;
 - Aggressively reduce GHG emissions and air contaminants from transportation to assist the province and municipalities in meeting their GHG and clean air targets;
 - Support population and employment density near transit hubs and along transit corridors, so the majority of jobs and housing are located along a frequent transit network, a network that needs to expand to accommodate existing needs/priorities and to shape sustainable future growth;
 - Promote vibrant neighbourhoods and communities that are more responsive to modern needs, including new demands for affordable housing, appropriate health services, as well as "green" residential and commercial development;
 - Provide safe, secure, accessible and affordable travel for the region's population;
 - Facilitate economic growth, productivity gains, and international trade through the efficient and effective management of the transportation network; and
 - Ensure that operating costs will be controlled by making use of existing administration and/or infrastructure systems in support of new revenue sources whenever possible rather than developing new ones.
- F. TransLink requires access to sufficient and stable long-term funding, for both capital and operating requirements, to help achieve these goals and change behaviours which will help shape transportation choices in the future.

NOW THEREFORE, the parties set out in this memorandum agree:

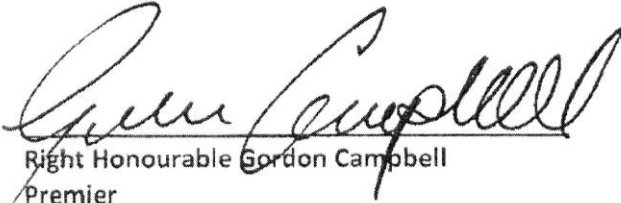
1. To work together in a cooperative and collaborative way to address the goals of "Livable Cities", including the development of a long term, sustainable funding strategy that maximizes TransLink's available revenue sources and invites open and ongoing dialogue between the parties on potential new funding solutions.

2. That transportation planning is a key component of successful livable cities and should include principles as listed below:
 - a. Investments in transit should be appropriate to support higher population densities that are designed to best utilize land at the lowest cost possible for taxpayers and the environment;
 - b. Transportation planning should be an integral component of community planning;
 - c. Communities should be developed to encourage alternatives to vehicle traffic, with direct emphasis on pedestrian, cycling and transit;
 - d. Transit investments must be justified through a comprehensive business case which considers all factors including; ridership, expenses and revenue sources to name a few;
 - e. Transportation Demand Management principles should be developed that will assist in the achievement of the overall transportation goals; and
 - f. Transit and road and bridge improvements need to be coordinated and implemented in a timely and expedited fashion to support the success of TransLink's 2040, the Provincial Transit Pacific Gateway and other Provincial plans that will help stimulate growth and job creation.
3. To recognize that any strategy for livable cities with a viable long-term transportation plan will anticipate open dialogue on transportation funding sources that may include, but not be limited to, the items listed below:
 - a. Funding sources included in current and future legislative authority;
 - b. Reallocation of existing revenue sources;
 - c. Potential new and innovative revenue sources that will shape transportation choices in favor of transit, cycling and walking, as well as greenhouse gas emission reductions;
 - d. A means of capturing some of the increase in land value created by the provision of rapid transit along the region's strategic corridors;
 - e. Other revenue generating activities that take advantage of the market created by transit users; and
 - f. Efficient and effective use of "Smart Card" technology to increase ridership beyond peak periods, improve efficiencies (reduce operating costs and increase the productivity of the transit fleets), reduce fare evasion and in general, generate greater fare revenue (user pay).
4. To recognize that BC has a significant comparative advantage in generating clean and green renewable electricity that could be used to reduce the carbon footprint of the transportation sector in the region.
5. To continue to engage the Federal Government in ongoing discussions on funding support, including future capital contributions for new transit and transportation infrastructure and/or the potential reallocation of existing funding (i.e. federal fuel tax).

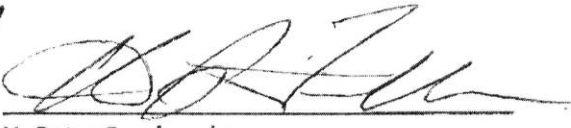
6. To review existing regulatory and policy frameworks to enhance the achievement of provincial, regional or local transportation goals as listed below:
 - a. Joint review of planning and engineering of municipal and provincial arterial roads to ensure safety and efficiency in operations;
 - b. Review of procurement practices related to transit and road and bridge projects to ensure transparency, value and appropriate structure;
 - c. Review of contracting process to ensure innovation in contracting methods including components of financing, design and standardized contract language; and
 - d. Efficient methods of obtaining appropriate zoning on publicly owned holdings to maximize benefits and minimize taxpayer or user costs.
7. To review best practices from other jurisdictions and seek expert advice to help develop a "Made in BC" solution.
8. To leverage existing processes including the Steering Committee, Joint Technical Committee and any other appropriate new mechanisms to ensure follow-up to this MOU.
9. To consult with a wide and diverse list of public and private stakeholders in order to ensure maximum acceptance of the outcome of the deliberations undertaken by the parties under this MOU.

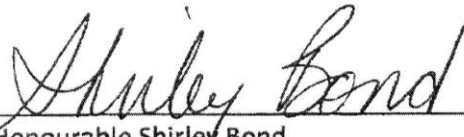
DATED this 23rd day of September, 2010.

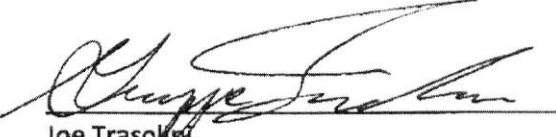
Signed on behalf of Her Majesty
In Right of the Province of British
Columbia:


Right Honourable Gordon Campbell
Premier

Signed on behalf of the Mayors' Council
on Regional Transportation:


H. Peter Fassbender
Chair


Honourable Shirley Bond
Minister of Transportation and Infrastructure


Joe Trasolini
Vice Chair

Guiding Principles for Funding of Regional Transportation

1. System expansion should not occur at the expense of maintaining existing or future system performance and the ongoing state of good repair of infrastructure.
2. Transportation projects will undergo a rigorous alternatives review including full life cycle cost analysis prior to approval.
3. Capital projects expanding or improving the network will be evaluated on impact to the overall network's ability to move goods and people and support land use objectives.
4. Revenue sources should provide pricing signals to link desired user behaviour to overall transportation objectives.
5. Funding should be generated from the goods movement sector to offset costs attributed to the transportation of goods throughout Metro Vancouver, recognizing its role as a gateway to the Province and the Nation.
6. Collectively, funding sources should be reliable and predictable, but adjustable against each other as revenue levels change over time.
7. Funding options should be economically efficient in their administration and collection.
8. Transit fare rates should be sensitive to public affordability.
9. Historically, property taxes have been a foundational funding source that reflect the broad benefits of the transportation system but should not increase.
10. As newer more effective revenue sources are introduced, reductions should be considered for funding sources that make the funding mix inconsistent with the principles stated herein.
11. As the Metro Vancouver Region is a key conduit within the provincial and national goods movement strategy, senior levels of government should provide continuing funding to support the transportation needs of the region and the country.
12. Collaboration should exist between TransLink, the Province and Metro Vancouver to ensure alignment with the Regional Growth Strategy and the stated outcomes of regional transportation funding and investment.
13. Funding sources chosen should support sound environmental policy, including legislated reduction of green house gases, and manage demand efficiently.

Approved by Mayors' Council on May 3, 2011

Underwood, Victor TRAN:EX

From: Richard Walton, Mayor <waltonr@dnv.org>
Sent: October-25-13 4:01 PM
To: Transportation, Minister TRAN:EX
Subject: Mayors' Council on Regional Transportation
Attachments: CDNV_DISTRICT_HALL-#2205699-v1-Minister_Stone_-_Oct_25__2013.DOCX

Follow Up Flag: In case of problems, email postmaster@dnv.org.
Flag Status: Flagged

Please find attached a letter from Mayor Walton, Chair of the Mayors' Council.

Louise Horton
Executive Assistant to Mayor Richard Walton
District of North Vancouver, 355 W Queens Rd., North Vancouver, BC V7N 4N5
Tel: 604-990-2208
lhorton@dnv.org ; www.dnv.org

Mayors' Council on Regional Transportation

Mayors' Council on
Regional Transportation
1600 – 4720 Kingsway
New Westminster, BC V5H
4N2
Canada
Tel 604-453-4611
Fax 604-453-4626
www.translink.ca

October 25, 2013

Via e-mail: minister.transportation@gov.bc.ca

Honourable Todd Stone, MLA
Minister of Transportation and Infrastructure
PO Box 9055 Stn Prov Govt
Victoria, BC V8W 9E2

Dear Minister Stone:

Thank you for your letter of October 17, 2013 which the Mayors' Council considered at our meeting the next day. We appreciated the opportunity to discuss the thoughts expressed in your letter although, in some instances, they provoked more questions than answers.

To assist the two parties in better understanding their respective interests and perspectives I provide the following comments on the four main points covered in your letter.

1. Governance – while both parties seem to agree “*that policy decisions should be made by elected officials*” your letter is silent on financial decisions. The Mayors feel financial responsibility and accountability is integrally tied to policy and planning decisions, and as such should also be the responsibility of the elected officials. The actual transfer of new responsibility for governance must be contingent upon the approval of new funding tools that enable investment in improved transit service across the region.
2. The Board - the Mayors continue to struggle with the rationale for a paid operational board overseeing the day-to-day operations of Translink. In the municipal realm operational responsibilities are delegated to well paid, competent administrative and professional staff of which Translink has many.
3. Funding – while we appreciate the offer to more fully develop the concept of mobility funding, the suggestion of aligning new funding sources only to system expansion requires further clarification. Specifically, what options are or will be available for incremental growth and replacement of existing assets? (The current funding provisions are inadequate for both needs and will result in degradation of

Minister Stone
October 25, 2013

the transit system over time rather than enabling Translink to maintain its current assets. Translink will also be unable to keep up with incremental growth in the region which, as matter of regional policy, is being concentrated in 'transit-oriented development' in town centres.) The Mayors are also unclear as to whether, by the Province's definition, the Vehicle Levy falls under new or existing funding sources.

4. Referendum – you will recall that the Mayors Council passed a motion confirming their opposition to a referendum while emphasizing the need to obtain public input on transportation priorities and funding options. The Mayors' Council was not consulted prior to the announcement of the proposed referendum, nor does it have any further information at this time which would cause it to become actively engaged or supportive of the initiative.

A review of the history of Translink going back to the 1979 Transit Authority, the 1982 Vancouver Regional Transit Commission, the 1999 Translink Board, the 2007 Governance Review and restructuring, the 2009 Comptroller General's Review of Transportation Models, and the more recent 2013 Translink Governance Review reinforces the need for the Province and municipal officials in the region to work together on this complex but solvable challenge. With respect to your suggestion that the Mayors' Council defer the November meeting in order to give the Working Group more time to develop a comprehensive proposal, no further meetings of the Council will be scheduled until that work has been completed.

The Council looks forward to meeting with you as soon as possible to discuss specific proposals that the Province has with respect to governance, how we will deal with the projects under consideration in Translink's proposed 15 Year Plan, and what changes we can make to the funding model to ensure that transportation fully contributes to our goal of growing the local economy within a sustainable framework -- something that ultimately benefits the entire Province.

Sincerely,



Mayor Richard Walton, CPA, FCA
Chair, Mayors Council