



BRIEFING NOTE FOR INFORMATION

DATE: August 20, 2013

PREPARED FOR: Honourable Todd Stone, Minister of Transportation and Infrastructure

MEETING: With Pascal Spothelfer, UBC VP Communications and Community Partnership

ISSUE: Rapid Transit in the UBC-Broadway Corridor

SUMMARY:

- The Provincial/TransLink *UBC Line Rapid Transit Study* confirmed the future need for rapid transit in the UBC Broadway corridor, and found that both light rail transit and SkyTrain to UBC could meet projected demand to 2041.
- SkyTrain provides more capacity and faster travel times, but at much greater capital cost;
- UBC and the City of Vancouver also jointly commissioned a separate KPMG study on UBC/Broadway rapid transit.
- Both the KPMG study and the City of Vancouver stated a preference for extending the Millennium SkyTrain line to UBC, primarily in an underground tunnel.
- While UBC has stated that discussions about potential cost sharing is premature, any indication of their investment levels could affect the timing and technology choice for the line.

BACKGROUND:

In 2010-2012, TransLink and the Ministry jointly sponsored the *UBC Line Rapid Transit Study*, which evaluated a wide range of rapid transit alignments and technologies for the UBC / Broadway corridor. The City of Vancouver and UBC were project partners and provided staff input to the study.

Study findings, presented in March 2013, identified three alternatives that meet forecasted demand to 2041 and improve transit reliability and speed. These alternatives include: (i) a light rail transit (LRT) line between Commercial-Broadway Station and UBC, running primarily at street level in a dedicated guideway (\$1.1 billion); (ii) extension of the Millennium SkyTrain Line from VCC-Clark Station to UBC, operating primarily in a tunnel (\$3.0 billion); and (iii) a combination of a SkyTrain extension from VCC-Clark Station to Arbutus Street at Broadway and LRT between Main Street-Science World Station and UBC (\$2.7 billion).

In February 2013, UBC and the City of Vancouver jointly presented a report (*The UBC-Broadway Corridor – Unlocking the Economic Potential*) prepared by KPMG. The report estimates that UBC generates more than \$10 billion in economic activity annually, and highlights the role of the UBC-Broadway corridor as the largest health care/life sciences centre and second largest employment centre in the province. The report observes that the corridor lacks transportation capacity to meet current and future needs. It concludes that a high-capacity rail-based rapid transit system, preferably a subway all the way to UBC, is needed to meet the needs of transit riders and to support population and economic growth in the corridor.

In the fall/winter of 2013/14, TransLink will develop a 15-year implementation plan for its *Regional Transportation Strategy*, which was approved by TransLink's Board in July 2013. The plan will be developed with broad stakeholder and public engagement and is expected to identify priorities for transit service improvements across Metro Vancouver, including rapid transit investments.



DISCUSSION:

UBC's interests in a rapid transit line include:

- Rapid and high capacity transit for students, staff and visitors to its Point Grey campus
- Linking the campus to UBC's facilities in the Vancouver General Hospital/life sciences precinct
- Fostering an expanded life sciences / technology hub along the Broadway corridor

In the KPMG study,

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s13 Extending SkyTrain to UBC would provide the highest passenger travel time savings and higher capacity, but at almost triple the cost of LRT.

As noted in both the UBC Line and Surrey rapid transit studies, the selection of future rapid transit investments needs to take place within a regional context that considers other regional investment priorities and funding availability. Government has previously stated that the Mayors' Council must identify the regional transportation improvements residents are being asked to pay for, before any proposed new funding measures are taken forward for approval through a referendum. TransLink's 15-year implementation plan might inform this process.

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Attachment: Biography of Pascal Spothelfer

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BIOGRAPHY:

Pascal Spothelfer
Vice President, Communications and Community Partnership
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Pascal Spothelfer began his five-year term as UBC's new Vice President, Communications and Community Partnership on May 28, 2012.

Spothelfer has extensive international business experience as a management consultant, senior executive and CEO of both privately held and publicly traded companies. From 2007 to 2011 Spothelfer was President and CEO of the BC Technology Industry Association where he has been actively advocating for the strengthening of British Columbia's knowledge economy.

In his corporate career, Spothelfer has worked in Europe for the Boston Consulting Group and Jenoptik AG, before moving to Calgary to lead the restructuring of NovAtel Inc., which as CEO he then took public. After a year as Senior VP Strategic Development for Teekay Shipping in Vancouver, Spothelfer served for seven years as President and CEO of Spectrum Signal Processing in Burnaby B.C. Most recently, he was President and CEO of the BC Technology Industry Association.

Born in Switzerland, the 51-year-old Spothelfer graduated with a law degree from the University of Basel, where he also completed his PhD in Law. He received his MBA from INSEAD in Fontainebleau, France.



BRIEFING NOTE FOR INFORMATION

DATE: August 30, 2013

PREPARED FOR: Honourable Todd Stone, Minister of Transportation and Infrastructure

MEETING: With Bob Wilds, Greater Vancouver Gateway Council

ISSUE: George Massey Tunnel Replacement

SUMMARY:

- The existing four-lane George Massey Tunnel (GMT) is a significant congestion bottleneck in the region. Built in 1958, it now carries over 80,000 people each day, and is the only major Fraser River crossing in Metro Vancouver, with a single lane of traffic in the off-peak direction during the daily commute.
- Addressing congestion and improving reliability for multi-modal commuters and goods movement, will help enhance the quality of life for Lower Mainland communities, including Delta, Richmond, Surrey and all Greater Vancouver communities.
- The ministry is engaging in a multi-stage planning initiative that will incorporate technical and financial analysis with broad-based community, business and public input to help ensure we make the best decisions about this important crossing.
- Phase 1 public and stakeholder consultation 'Understanding the Need' is complete. Phase 2 'Exploring the Options' which presented 5 scenarios is complete and a consultation summary report on the results will be released prior to the end of September.
- Ministry staff will meet with Delta to discuss the results of consultation and project next steps in the near future. The Ministry is also reviewing options for improvements at the interchanges north and south of the tunnel. (Steveston and Highway 17A/99).
- The Province is committed to work with communities in Metro Vancouver to accelerate replacement of the Massey Tunnel.
- Investments to the Highway 99 corridor including the Highway 99 Bus Lanes and the new South Fraser Perimeter Road will help to improve people and goods movement in Delta.

BACKGROUND:

The George Massey Tunnel (GMT) is a 4-lane crossing of the Fraser River between the communities of Richmond and Delta and connects Highway 99 from the US/Canada border in Surrey to Vancouver at the Oak Street Bridge (Appendix A). Approximately 80,000 vehicles use the tunnel on a daily basis.

Surrey, Delta and Richmond are rapidly growing with increased residential and commercial developments resulting in growing traffic volumes and creating significant congestion along Highway 99, especially at the GMT. The population of the South Fraser area is expected to increase by 30% over the next 20 years.

The locations of two key interchanges, Highway 99 at Steveston and Hwy 99 at Hwy 17, on either end of the tunnel also contribute to congestion as they support the communities of Richmond and Delta (Appendix B). To ease congestion, the tunnel operates a counter-flow system by changing the direction

of a third lane to accommodate the heavy traffic flow during the AM and PM peak hours. The following strategies help to address the issue of congestion at the George Massey Tunnel:

- Continue to invest in facilities on Highway 99 Shoulder Bus Lanes that provides dedicated facilities for buses to move more people along the corridor. TransLink and Coast Mountain Bus Company have already stated this facility is a success making buses faster and more reliable. Improvements at the tunnel on either end have also given buses a priority through the tunnel helping minimize congestion (Appendix C).
- Once the South Fraser Perimeter Road opens, the Ministry will review the Lower Mainland road network and the impact it has to traffic in areas like the George Massey Tunnel.

At the 2012 UBCM, the Premier announced the province would begin the process to replace the GMT. Replacement of the GMT could take up to 10 years to plan and deliver, and is why project planning and public engagement must begin now. TransLink also committed to work with the Province to improve goods movement, but stated that it does not support road capacity expansions that would induce new single-occupant vehicle trips in the region.

DISCUSSION:

The Ministry of Transportation and Infrastructure is leading this process to determine the most appropriate solution to ensure that Highway 99 continues to serve as a key component of the provincial transportation network. Planning for a replacement involves extensive technical and financial analysis; consultation with all levels of government, including Transport Canada, Port Metro Vancouver, Metro Vancouver, TransLink, Delta, Richmond, Surrey and Vancouver; and consultation with residents, businesses and the public.

The Ministry has adopted an initial two-phase public and external stakeholder consultation program to provide input, including online engagement, open houses and small-group meetings, supporting project planning and development.

Phase 1: Understanding the Need (Completed Dec. 2012) – This initial phase of consultation focused on developing an understanding of needs and potential constraints to help create project scope and design requirements, which are being used to evaluate project options

Phase 2: Exploring the Options (Underway) – Based on Phase 1 consultation results and preliminary technical work, Phase 2 sought input on potential bridge and tunnel options and the criteria to evaluate these options. A consultation summary report is near completion and is proposed for release by the end of September. The results show clear support for capacity improvements on the existing Highway 99 corridor and a bridge to replace the existing tunnel. The George Massey Tunnel is an aging structure and does not meet modern seismic standards. The Ministry anticipates making some investments to the existing tunnel to extend its lifespan for another 10 to 15 years. Close to \$40M has been invested in the Highway 99 bus network that carries passengers from the South Surrey Park and Ride at King George Blvd (and Highway 99) to Downtown Vancouver via a connection to the Canada Line at Bridgeport Station. This complete trip can be done in approximately 45 minutes which makes it extremely competitive with the automobile and supports to reduce additional vehicle traffic on the corridor. The efficiency of buses has increased resulting in operational and travel time savings.



Appendix A
Location Map – George Massey Tunnel

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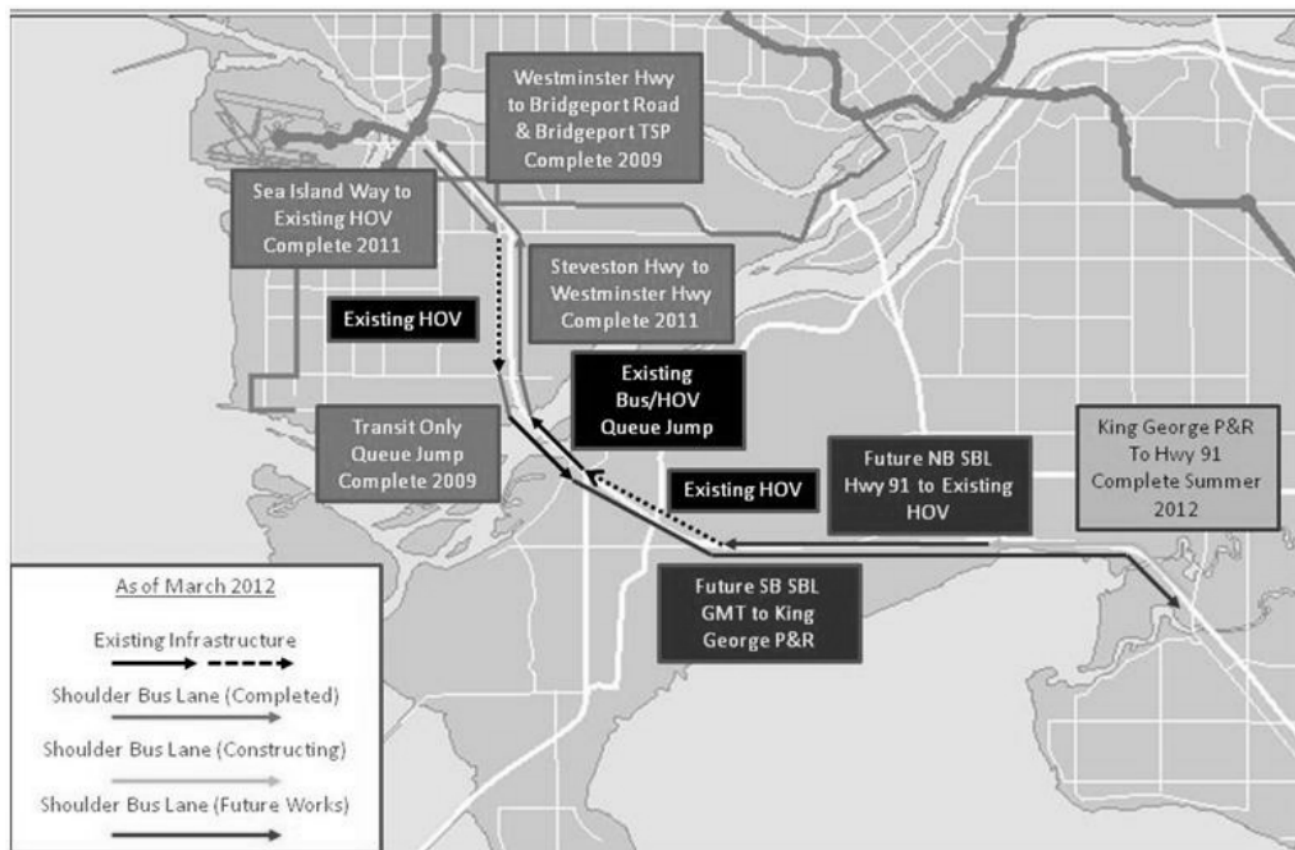


Appendix B
Detailed Map – George Massey Tunnel

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Appendix C

Hwy 99 – Shoulder Bus Lane Network – Investments as of March 2012



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BRIEFING NOTE FOR INFORMATION

DATE: September 20, 2013

PREPARED FOR: Honourable Todd Stone, Minister of Transportation and Infrastructure

MEETING: Construction Labour Relations Association

ISSUE: Introductory Meeting Between Mr. Clyde Scollan, President of the Construction Labour Relations Association of BC (CLRA), and the Minister Along with Staff of the Ministry of Transportation and Infrastructure.

BACKGROUND:

CLRA is the Labour Relations Association of Construction Companies that operates in the unionized building construction industry with CLRA representing construction companies as employer. CLRA construction companies typically participate in the institutional, commercial and industrial (ICI) construction industry.

CLR was established in 1969 with the objective of bringing labour stability and security to contractors in BC's unionized construction sector. The Association has grown and changed over the years, and its objectives have been expanded to include excellence in human resources, health, safety and training.

Their labour relations services include: negotiating and administering collective agreements on behalf of its member contractors, interpreting collective agreements, resolving grievances, representing contractors at formal hearings or arbitration and resolving jurisdictional disputes. CLRA also provides training and development courses, legal advisory services and health and safety services.

Membership in CLRA is voluntary and services are provided to members and independent contractors alike. Approximately 300 companies have enrolled with CLR via this membership.

Primarily member companies are major trade contractors such as Matt Electric (Vancouver), Harris Rebar (Vancouver), GWIL Crane Service (Vancouver), Keith Plumbing and Heating (Vancouver), and Thompson Valley Erectors (Kamloops) involved in ICI building construction. A few road building contractors also belong to CLRA including Emil Anderson Construction (Kelowna) and B.A. Dawson Blacktop (Kamloops). A few general building contractors and a few other paving companies belong such as Campbell Construction (Victoria).

Mr. Clyde Scollan is the President and CEO of CLRA.

CLRA members typically participate in commercial, institutional, and industrial construction areas, sharing one consistent contract throughout the unionized building trades industry.

Unionized road builder contractors are not typically members as they have individual signatory union agreements, with only a subset of the building trade unions; i.e., teamsters, operating engineers and labourers for highway construction.

Road building contractors who are CLRA members are Emil Construction Co. Ltd., B.A. Dawson Blacktop and a few other paving contractors.

**DISCUSSION:**

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For this meeting, the Association's primary purpose is to have an introduction to each other and to get to know the Minister.

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CLRA continues to be supportive of the Government's efforts and the responsibilities of Minister Stone.

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BRIEFING NOTE FOR INFORMATION

DATE: September 23, 2013

PREPARED FOR: Honourable Todd Stone, Minister of Transportation and Infrastructure

MEETING: With Anne McMullin, Jeff Fisher, & Brian McCauley of Urban Development Institute on September 23, 2013 at 3:30 pm

ISSUE: TransLink: Transit Oriented Development, Funding, and Referendum

SUMMARY:

- **The Provincial Transit Plan contemplates comprehensive community development, with public transit helping establish compact mixed-use neighbourhoods around transit station and along transit lines, and proposes specific transit investments to support this vision.**
- **Public transit requires supportive land uses and density to generate ridership and fare revenue, but this has not been a pre-requisite for transit investments in Metro Vancouver.**
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- **Decisions on sustainable funding for transportation and transit in Metro Vancouver and on the referendum process are subject to discussions between the Minister and the Mayors' Council on Regional Transportation over the next few months.**
 - **The Mayors' Council should determine the region's long-term transportation and transit needs, so people will know what they are being asked to pay for.**
 - **The Minister will work with the Mayors' Council to identify one or more funding sources, to be approved by the public in a referendum to be held no later than the November 2014 municipal elections.**
 - **The Minister and Mayors' Council will also work together to define the referendum process, including the question, referendum timing, and the roles of government and the Mayors' Council.**
 - **Government wants to reach agreement with the Mayors' Council on funding and the referendum process as early as possible this fall.**
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BACKGROUND:

The Urban Development Institute (UDI) is an advocacy group for businesses and people in property development and planning and its related professions. The UDI's mandate includes providing input on policy and technical issues that have an impact on community planning processes and issues that affect the development community. The UDI's principal engagement with the Province occurs through the Ministry of Community, Sport and Cultural Development (MCSCD). This includes consultation on potential legislation changes affecting the development community.

Transit-oriented development refers to residential and commercial development designed to reduce the need to own and drive single occupancy vehicles. It includes elements that encourage walking, cycling, and transit use, such as compact mixed use that reduces the need for longer trips to access services, wider sidewalks and closer block spacing, cycling facilities, and higher transit-supportive densities.



The 2008 Provincial Transit Plan set out a vision of investing in public transit to support comprehensive community development, including the establishment of comprehensive new mixed use communities around transit station and along transit lines.

In 2010, government and the Mayors' Council on Regional Transportation signed an MOU to work together to create a sustainable transportation network and long-term sustainable funding strategy for Metro Vancouver. In October 2012, the Minister informed the Mayors' Council that any new funding source must be affordable for families, regionally sourced, avoid negative impacts on the provincial economy, and capture a share of benefits that arise from public infrastructure investment.

The Minister's mandate letter sets out government's commitment to work with the Mayors' Council to identify options to provide additional resources to fund transit in Metro Vancouver while remembering that any new funding source would need approval from voters through a referendum no later than the 2014 municipal election campaign.

DISCUSSION:

The Provincial Transit Plan supports increased population and employment densities near transit hubs and along transit corridors to increase transit use and decrease greenhouse gas (GHG) emissions, as well as to maximize the value derived from transportation investments.

In previous correspondence with the Ministry, UDI has argued that billions are being invested by TransLink in transit lines without assurances of supporting development and density. They propose that legislation should be implemented to allow TransLink to link the level of transit service it provides in a municipality, or on a route, to the amount of density a municipality commits to approve along the route or in a neighbourhood.

Public transportation investments can increase the value of nearby land.

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The Mayors'

Council has also proposed value capture as a potential funding source.

Different value capture mechanisms are used across North America, such as property development by transportation agencies, development cost charges and levies (i.e., incremental charges per unit or area developed), benefitting area taxation (i.e., higher property taxes in neighbourhoods that directly benefit from transportation investments), and tax increment financing (i.e., reallocation of a share of higher tax revenues earned by municipalities as property values rise). It is worth examining what mechanisms, if any, are suitable for Metro Vancouver and how they might be implemented.

The Mayors' Council has proposed three other revenue sources that could provide additional funding in the near-term: a vehicle levy, a regional carbon tax, and a regional sales tax. Other sources might be considered, too, including expanding existing sources. In addition, the Mayors' Council has proposed road/mobility pricing as a longer term funding source.

Decisions on the referendum question, timing, and implementation process are subject to discussions with the Mayors' Council.

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