

## **GCPE – Issues and opportunities**

**May 3, 2017**

### **Ministry of Community, Sport and Cultural Development and Ministry Responsible for TransLink**

The purpose of this document is to outline key issues, and confirmed and notional communications opportunities for the period covering May 2017 through December 2017.

#### **Top Issues:**

- **South of the Fraser Rapid Transit (SOFRT) and the Millennium Line and Broadway Extension (MLBE) Projects**
  - The Province was pleased to commit almost a quarter of a billion dollars (\$246 million) to Phase One of the Mayors' Vision to improve transportation in Metro Vancouver.
  - As part of Phase One, important planning work for new rapid transit projects are in process for the Millennium Line Broadway extension and LRT along 104 Ave and King George Boulevard in Surrey.
  - On top of the almost a quarter of a billion dollars (\$246 million) committed for Phase One, In March 2017, the B.C. Government committed to match dollar-for-dollar the federal government's 11-year commitment of up to \$2.2 billion investment in new projects, including new rapid transit projects in Surrey and Vancouver. An agreement between the province and Government of Canada still needs to be signed for this Phase Two funding.
  - Detailed business cases are the next step in the planning process, allowing all three levels of government to fully understand the particulars of these major investments.
    - The Ministry of Transportation and Infrastructure and the Ministry of Community Sports and Cultural Development are working with TransLink and Vancouver/Surrey to develop business cases for the Broadway and Surrey rapid transit lines.
    - This process includes an independent review by a panel of experts to ensure due diligence and that the plans meet the needs of all funding partners – the federal government, the province and TransLink.
    - The business cases and an updated cost estimate will be released publicly once they are finalized.
  - **Regarding the SOFRT specifically:**
    - The first key steps of this project are already underway. They include:
      - planning, design and related activities necessary to move on to the procurement phase;
      - early works on two new transit exchanges at future stations, bridge replacement, road widening, and the relocation of public utilities from future tracks; and
      - public consultations (second round of stakeholder workshops and public open houses are scheduled for June 17, 22 and 29, 2017).

- These first steps represent a \$58 million partnership between all three levels of government and will be completed by 2018.
  - The timing of the second phase will depend on a collective progress in securing funding.
- **Regarding the MLBE specifically:**
  - The Broadway extension is still in early design stages, but the Vision outlines a 6km line running from VCC-Clark SkyTrain station to Arbutus Street, with six underground stations and B-Line bus service connecting to UBC.
  - Stakeholder workshops and public open houses are scheduled for May, June, and July 2017.
  - Early works on power supply and geotechnical review.
- **Housing Affordability :**
  - The province recognizes that transit provides opportunities to positively impact housing affordability, which is why it is a key part of a housing strategy – the “Six Principles on Affordable Housing.”
  - In supporting the development of complete and liveable communities, the Province believes more supply in the market – supply that meets the needs of local communities by providing the right mix of housing – will help moderate prices. The right place for this targeted supply is where people have transportation options - in close proximity to SkyTrains, B-Lines, and other widely-used transit link
  - **Regional Revenues:**
    - The Mayors’ Council has identified that new revenue sources, including a new transit DCC, will be required as the region works to meet the transportation needs of its residents and visitors.
  - **Other Funding Opportunities**
    - The Province continues to explore opportunities for new revenues that leverage the property value that are realized along transit corridors and around transit centred communities. .
    - In July 2016, Deloitte hosted a roundtable on Transit Enabling Liveable Communities, which brought together local government representatives, urban planners, academics and other industry experts to discuss the challenges and opportunities associated with housing affordability issues and transit needs in the region.
  - **Regarding development delays in Metro Vancouver:**
    - Research indicates that approvals for developments in Metro Vancouver average three years, and can take as long as 13 years resulting in a significant inventory of development applications.
    - In partnership with local governments, the province intends to implement a number of measures to help expedite housing development application, approval and permitting processes. Including:
      - Supporting improvements to local government capacity, where needed, to process applications in a more timely way.

- Using incentives to reward jurisdictions for achieving efficiencies and target outcomes in the application, approval and permitting process.
  - Adopting a performance based approach in providing provincial assistance.
- **Pattullo Bridge Replacement**
  - The Pattullo Bridge Replacement Project has been identified as a regional priority.
  - TransLink is planning to replace the Pattullo Bridge by the end of 2022 with a new four-lane bridge (with the option to expand to six lanes).
  - TransLink, as part of the mayors council vision, plans on funding the bridge replacement through tolls.
  - TransLink and the Mayors' Council are currently assessing options on how the Pattullo Bridge will be replaced.
  - The Province has committed to fund one-third of the cost of the Pattullo Bridge Replacement project, subject to a strong business case, and will continue to work with the mayors and the federal government to explore funding options.
  - The Province is working closely with TransLink and will review its proposed business case that will guide this project and will be used to make final funding decisions.
- **Mobility Pricing:**
  - The Mayors' Council has expressed interest in mobility pricing as a possible funding mechanism for transit investments.
  - Definitions and ideas range from tolls, congestion pricing, time of day, distance-based and how mobility pricing is applied around the world varies from city to city.
  - Recruitment for an independent commission by TransLink was conducted from March until May, 2017.
  - The commission was endorsed by the TransLink Board and the Mayor's Council in June, 2017. The commission is called the "Mobility Pricing Independent Commission" and is made up of 10 committee members, a chair and a co-chair.
  - June 6, 2017, TransLink and the Mayors' Council announced the Chair, and Co-Chair for the Independent Commission:
    - Chair: Allan P. Seckel. Mr. Seckel is the Chief Executive Officer for Doctors of B.C.; before that he was a Deputy Minister and Head of the BC Public Service for the Province of B.C.
    - Vice-Chair: Joy MacPhail. Ms. McPhail is an owner and former Chair of OUTtv. She served as a member of the B.C. Legislative Assembly for 14 years, holding a number of cabinet portfolios and leading the opposition for four years.
  - The commission is called the "Mobility Pricing Independent Commission" and is made up of 10 committee members, a chair and a co-chair.
  - The team will be led by mobility pricing expert, Daniel Firth, who has been appointed Executive Director.
  - The Independent Commission is planning to report back to the Mayors Council in 2018.
- **Ride Sharing:**
  - On January 25, 2016, Premier Clark asked Minister Fassbender to lead targeted stakeholder consultations to seek feedback on the challenges and opportunities associated with ride sourcing. Minister Stone assisted by clarifying the current regulatory environment.

- Both Ministers held consultations between the spring and fall of 2016 and received feedback from diverse stakeholders including the taxi and limousine industry, ride sourcing companies, tourism and business associations, local governments, accessibility groups, and consumer protection groups.
- On September 22, Ride Sourcing in BC: A Stakeholder Engagement Summary was released to stakeholders and posted on the CSCD website.
- On March 7, 2017 Minister Stone and Minister Fassbender introduced a series of improvements to help the taxi industry modernize and remain competitive in anticipation of ride-sharing services coming to British Columbia by the end of 2017. These include:
  - **New app-based technology:** The province will invest up to \$1 million to support the taxi industry to develop an app with the capability of shared dispatch to allow the taxi sector province-wide to better compete with new entrants to the market
  - **Crash prevention technology:** ICBC will invest up to \$3.5 million in the taxi sector to install crash avoidance technology in all B.C. taxis.
  - **Insurance products:** ICBC has been collaborating with the taxi industry to streamline the claims process and is committed to working with the industry to improve their insurance to make it more flexible and cost effective.
  - **Reduced red tape:** The province will work with municipal governments and the taxi industry to remove red tape and overlap within the system.
  - **Exclusive rights to street hailing for taxis:** Taxis will retain exclusive rights to be hired by phone, at a taxi stand or flagged down at the curb.
  - **Pick-up/drop-off anytime, anywhere:** The province will work with municipalities and other stakeholders to allow all drivers, including taxis, the same access to provide services wherever and whenever a passenger needs a ride.
  - **Open up taxi supply:** The province will work with municipalities to address the current shortage of taxis and vehicles for hire.
- Beginning this summer, Government will seek additional input from taxi drivers, the ride-sharing and taxi industries, police, airports, municipalities, ICBC and Road Safety B.C. as the province finalizes its plan in time for the 2017 holiday season.
- On March 9, 2017, The Vancouver Taxi Association issued an open letter in response to the Provincial Government's Announcement on Ride-sharing. In the response they highlighted the following issues they had with the government's decisions on ride-sharing:
  - If there is no restriction on the number of licenses, there will be a free-for-all that will result in a situation where no one can make a living -- much like what happened with truckers at the port.
  - No one will have the incentive to invest in handicapped taxis.
  - Harm to the existing license holders who have incurred enormous debts to purchase licenses that, under the Government's free-entry proposal
  - The Government's proposal will destroy the financial wellbeing and livelihoods of many immigrants, small business people, who invested in the taxi industry on the basis of the existing regulatory regime.
  - Some other jurisdictions, such as Austin Texas, have refused to bend to the demands of Uber for different taxi rules, in recognition of the unfairness to both the existing license holders and to the public.

- The Government can't say that the existing insurance rates for taxis were too high. If that is so, the existing taxi license holders should be reimbursed for being overcharged for insurance over the previous decades.
- Need for a cap on the number of Uber or other new app-based entrants to the market to prevent destructive competition.

**Opportunities:**

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- **One billion taps – August 2017**

- Compass team projects we will reach 1 billion taps in late August.

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