



**To:** General Purposes Committee

**Date:** November 28, 2014

**From:** Victor Wei, P. Eng.  
Director, Transportation

**File:** 01-0150-20-  
THIG1/2014-Vol 01

**Re:** Update on Province of British Columbia 10-Year Transportation Plan: *BC on the Move*

**Staff Recommendation**

That the staff report regarding the Province of British Columbia's 10-Year Transportation Plan, dated November 28, 2014, from the Director, Transportation, be received for information.

Victor Wei, P. Eng.  
Director, Transportation  
(604-276-4131)

Att. 1

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Intergovernmental Relations & Protocol Unit	<input checked="" type="checkbox"/>	
		<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

The Ministry of Transportation & Infrastructure (MoTI) has initiated a public consultation phase to gather comments to be considered as the Province of BC develops a new 10-year Transportation Plan. This report provides an update on MoTI's recent stakeholder consultation regarding the new Plan and supports Council's Term Goal #6 Intergovernmental Relations:

*To strengthen relationships with other levels of government and government agencies to ensure City needs and priorities are well represented, understood and proactively advanced.*

### Analysis

#### 10-Year Transportation Plan: BC on the Move

On October 7, 2014, MoTI announced a public consultation phase to gather comments to be considered as the BC government develops a new 10-year transportation plan (as advised in a staff memorandum dated October 10, 2014). Based on the content and survey questions contained in a Discussion Guide<sup>1</sup>, the public has been invited to provide feedback, online, as of Tuesday, October 14, 2014 through December 12, 2014 (closing at 4:00 p.m.). The Discussion Guide identifies the George Massey Tunnel Replacement as a committed project.

MoTI staff planned to meet with all local governments across the province to discuss transportation priorities by November 7, 2014 with the input from these discussions to be considered as the Plan is developed. Two meetings were recently held in Greater Vancouver and staff attended a session held October 29, 2014 along with staff from Metro Vancouver and several municipalities located north of the Fraser River.

Based on the format of the Discussion Guide and the meeting that staff attended, the consultation process is directed towards seeking individual submissions. Accordingly, individual members of Council may choose to submit their own priorities.

#### Mayors' Council Regional Transportation Vision

While the Discussion Guide states that an updated plan will be released in early 2015, Minister Stone has clarified that the regional Transportation Vision developed by the Mayors' Council and the associated referendum process are proceeding in a parallel fashion with development of the provincial transportation plan, and that the Vision and the results of the referendum will be incorporated in the final Provincial Transportation Plan.

At a special meeting of TransLink's Major Roads and Transportation Advisory Committee (MRTAC)<sup>2</sup> held November 6, 2014, municipal staff jointly agreed that the region's transportation priorities are already fully captured in the regional Transportation Vision

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<sup>1</sup> Available on-line at

[http://engage.gov.bc.ca/transportationplan/files/2014/10/BContheMove\\_DiscussionGuide\\_October-8\\_Web.pdf](http://engage.gov.bc.ca/transportationplan/files/2014/10/BContheMove_DiscussionGuide_October-8_Web.pdf).

<sup>2</sup> MRTAC is a forum for TransLink and senior transportation staff from all municipalities in Greater Vancouver to discuss multi-modal regional transportation issues and to co-manage the Major Road Network.

developed by the Mayors' Council earlier this year and supported that the Mayors' Council send a letter to Minister Stone advising that the Vision embodies the regional consensus on transportation priorities (Attachment 1).

MRTAC members further agreed that if individual municipalities choose to respond to MoTI on this topic, then the same consistent message would be conveyed that the Transportation Vision represents the region's collective priorities with the option, as noted in the Mayors' Council's letter, of also identifying purely local improvements that are not included in but are consistent with the regional Vision.

Staff intend to advise MoTI accordingly with the following transportation improvements to be highlighted:

- Mayors' Council Transportation Vision: reiteration that the Transportation Vision developed by the Mayors' Council encompasses the top transportation priorities for the region; and
- Cycling-Pedestrian Access to/across Provincial Highways: improved cycling and pedestrian access to and across provincial highways, which represent a significant barrier for cyclists and pedestrians (e.g., need to cross higher speed on- and off-ramps).

#### **Financial Impact**

None.

#### **Conclusion**

As it appears that a primary purpose for developing a new provincial 10-Year Transportation Plan is to seek senior government funding support for the projects identified, it is critical that the Transportation Vision of the Mayors' Council be considered as the region's top priority for transportation improvements.

Staff will continue to ensure that the region's and the City's transportation priorities are articulated to the Province of British Columbia as the development of its 10-Year Transportation Plan progresses and will report back upon the release of the Plan.



Joan Caravan  
Transportation Planner  
(604-276-4035)

JC:jc

Att. 1: Letter from Mayors' Council to Honourable Todd Stone



400 - 287 Nelson's Court  
New Westminster, BC V3L 0E7  
info@mayorscouncil.ca



November 12, 2014

Honourable Todd Stone  
Minister of Transportation and Infrastructure  
P.O. Box 9055 Stn Prov Govt  
Victoria, BC  
V8W 9E2

Sent via e-mail

Dear Minister Stone,

On behalf of the Mayors' Council on Regional Transportation, I would like to thank you for initiating the Province's new 10-year transportation plan, *B.C. on the Move*. Thank you, also, for consulting local governments to ensure that issues important to communities across the province are considered as part of this process.

In February, you asked the Mayors' Council on Regional Transportation to develop a clear, detailed, fully-costed vision for regional transportation. On June 12, 2014 the Mayors' Council approved this Vision and while each community in the region may also identify more local road priorities, we are confident that the Vision captures the region's agreed-upon top transportation priorities for moving people and goods over the coming decade and beyond.

**Accordingly, the Vision (attached) effectively captures our regional consensus on transportation priorities. Please consider it as the regional input to your consultation for *B.C. on the Move*.** You'll note that the Vision is strongly supportive of the four focus areas for *B.C. on the Move* including:

- moving goods and people safely and reliably
- growing the economy
- connecting and strengthening communities
- maximizing collaboration and investment with partners

In addition to specifying investments in roads, transit, walking and cycling, the Vision also recognizes that we cannot solve congestion by investment alone. We need to better coordinate land-use and transportation and we need new tools to manage the system more effectively. Of these, the most effective tool is mobility pricing.

A more consistent approach to pricing transit and roads by time, place and distance is the single most cost-effective way to reduce congestion and overcrowding, improve reliability, and keep our region's economy moving even as we welcome 1.2 million more residents over the next 30 years. To this end we made mobility pricing a key part of the Vision which was submitted to you in June. We were particularly pleased with the positive reaction this policy approach received, with many national political commentators supporting this bold and much-needed approach. The Business Council of BC has also made similar recommendations through their recent *White Paper on Infrastructure Policy and Financing* that calls for broader use of user-pay systems in BC such as road pricing. However, we also recognized in the Vision that mobility pricing still requires greater definition before it can be considered a guaranteed revenue source.

We recognize the critical role that Provincial infrastructure and services play in the region's transportation system for moving both people and goods. We suggest that *B.C. on the Move* organizes a formal consultation through the Mayors' Council to discuss these key shared issues to advancing the Vision and supporting provincial priorities:

1. Policy coordination around an integrated future mobility pricing approach which would include a review of the Provincial tolling policy.
2. Support for replacing the George Massey Tunnel in a way that is consistent with the Regional Growth Strategy and the Regional Transportation Strategy.
3. Regional authority around better managing goods movement;
4. Confirming an economic development strategy for Metro Vancouver;
5. Senior government funding allocations and enabling of regional funding tools.

To initiate work on mobility pricing, the Mayors' Council passed a resolution (see below) at their meeting on October 17, 2014 to begin the required technical work to begin implementing the mobility pricing objectives in the Vision. This technical, policy, and consultation work will be undertaken over a number of years and will require significant involvement from stakeholders and government agencies. We are requesting Provincial action in two areas:

- a. First, we welcomed your letter in October 2013 that committed your staff to working closely with the Mayors' Council and TransLink on fully developing this idea. Now that we are in a position to commence the work, we ask that you recommit your officials to join us in undertaking the required work.
- b. Second, we ask that the provincial government coordinates its review of the provincial tolling policy with the work on regional mobility pricing. The general public does not see a distinction between who owns and operates different parts of the road network. In our experience, a conversation about mobility pricing quickly incorporates questions about future tolling policies. This coordination can be achieved through the establishment of a Mobility Pricing Independent Commission that can provide the necessary expertise and independent oversight.

Finally, we have concerns that the short timelines for consultation, especially given the municipal election period, will limit appropriate stakeholder input and discussion. We are cognizant of the time pressures you are under to finalize a plan, but would suggest a short extension to the consultation period to ensure that newly sworn Councils have sufficient time to finalize their input in early December.

We look forward to engaging with you and your team on the development of *B.C. on the Move* and, in particular, on the above issues.

Best regards,

Richard Walton, Chair  
Mayors' Council on Regional Transportation



## **NEXT STEPS TOWARDS MOBILITY PRICING IN METRO VANCOUVER**

**WHERE AS** The foundation of the Mayors' Council Vision is built on implementing comprehensive mobility pricing on road and transit networks within 5-8 years; and,

**WHERE AS** Mobility pricing will help ease congestion, generate revenue to invest in the transportation network and provide an opportunity for a tax shift away from other existing, less effective and fair revenue sources; and,

**WHERE AS** To design a mobility pricing system that is suitable for Metro Vancouver, significant work is required, including collaboration with the provincial government, and engagement with road users, transit riders and businesses; and,

**WHERE AS** Beginning this work immediately with all partners including the provincial government will ensure mobility pricing is ready to deploy within 5-8 years; therefore,

### **BE IT RESOLVED THAT**

1. A "Mobility Pricing Independent Commission" be created, led by the Mayors' Council, with TransLink, Municipalities, and partner agencies, to oversee all the required policy, technical, communications, and engagement work in order to implement mobility pricing on the road network in Metro Vancouver within 5 to 8 years;
2. The Minister of Transport and Infrastructure recommit his officials to support the development of mobility pricing;
3. The provincial government coordinate their review of the provincial tolling policy with the work of the *Mobility Pricing Independent Commission*;
4. The TransLink Board support this call for a *Mobility Pricing Independent Commission* and the necessary development and implementation work to enable it.

*ADOPTED, Mayors' Council on Regional Transportation  
October 17, 2014*