



**REPORT TO THE TRANSPORTATION SELECT COMMITTEE
MEETING OF WEDNESDAY NOVEMBER 21, 2012**

SUBJECT TRANSIT GOVERNANCE AND FUNDING

PURPOSE

To update Committee on the status of current initiatives regarding transit governance and funding in the Capital Regional District (CRD).

BACKGROUND

The Draft Regional Transit Local Funding Options Report was presented at the June 27, 2012 Transportation Select Committee meeting. The Committee passed resolutions to:

- Finalize the Draft Report and post it on the CRD website with opportunities for public comment; and
- To defer discussion about the conclusions of the report until the Independent Review of BC Transit was completed and Committee had an opportunity to meet with Metro Vancouver about their experience.

This report updates Committee on the current status of actions taken as follow-up to these resolutions.

Regional Transit Local Funding Options

The Final Report was completed in August 2012 and posted on the CRD and Regional Transit Local Funding Options web pages with an e-mail link for public comment. The Final Report will be used as input and background information for the CRD Regional Transportation Plan governance and funding sections and also inform the Service Feasibility Report related to the establishment of a CRD Regional Transportation Service. Work on these initiatives is underway and includes ongoing consultation with municipalities and stakeholders with the opportunity for public input and comments on the website.

The joint task force, which was made up of CRD and BC Transit staff to oversee the project was concluded after completion of the Final Report. The Final Report can be found at <http://www.crd.bc.ca/transportation/fundgov/documents/localtransitfund-18June2012.pdf>. The conclusions of the report highlighted the importance of reaching agreement with the province on a new cooperative and collaborative funding model that will allow for the achievement of local, regional and provincial transportation goals.

While there are a variety of transportation or transit improvements that may be funded by BC Transit or jointly with specific municipalities, the cost of significant improvements will ultimately need to be shared by the entire transit service area and include provincial and federal government funding as well as newly allocated funding from revenue sources such as local fuel tax. Negotiations with the province will need to ensure local property tax funding continues to be leveraged to access revenue sources that are currently available to the province. The

negotiations should also include the provision for changes in regulatory authority together with a new funding and governance model to allow participants in the transit service area to sustain transportation infrastructure and assume more equitable and representative decision making authority. In order to be effective, investments will need to be made to improve all modes of transportation while continuing to focus on improving active transportation options and making public transit more accessible, efficient and reliable.

Meeting with Metro Vancouver Mayor's Council

The Transportation Select Committee and other CRD Board members met with the Chair of Metro Vancouver's Mayors' Council during the UBCM Convention held September 24 to 28 in Victoria. The Mayors' Council contains representatives from each of the 21 municipalities within the transportation service region, as well as Electoral Area 'A' and the Tsawwassen First Nation, and collectively represent the viewpoints and interests of the citizens of the region.

The Mayors' Council appoints the Board of Directors for TransLink and the Commissioner. It approves plans prepared by TransLink, including the transportation plan, regional funding and borrowing limits. The governance structure was established to meet the challenges of providing effective, sustainable transportation in the Metro Vancouver region. The model is outlined in Attachment 1 and includes a description of roles and responsibilities. See link at <http://www.translink.ca/en/About-Us/Governance-and-Board/Governance-Model.aspx>.

As a result of the meeting, a copy of the Guiding Principles for the Funding of Regional Transportation in the Metro Vancouver Region was discussed and agreed to be forwarded to the CRD Transportation Select Committee for consideration. The principles were approved by the Metro Vancouver Mayors' Council on Regional Transportation on May 3, 2011 (attached as Appendix 2). Further, a copy of the Memorandum of Understanding (MOU) between the Mayors' Council and the Province of BC was discussed. The MOU is an agreement to work in a cooperative and collaborative way with respect to funding, transportation planning and to review the existing regulatory and policy frameworks to enhance the achievement of provincial, regional or local transportation goals. See attached Appendix 3.

At the meeting it was suggested that the CRD consider agreeing to similar principles and pursue a similar MOU with the Province. The CRD may also benefit from establishing a stronger relationship with the Mayors' Council to share experience and seek similar enabling powers to assume the types of regulatory authority available to the Metro region.

RECOMMENDATIONS

That the Transportation Select Committee recommends to the Capital Regional District Board:

1. That the Regional Transit Local Funding Options Final Report be received as information;
2. That the Guiding Principles for Funding Regional Transportation of the Mayors' Council be accepted as the basis for developing a similar document for the CRD; and
3. That staff be directed to prepare draft guiding principles for consideration by the Transportation Select Committee prior to being recommended for approval by the Capital Regional District Board.

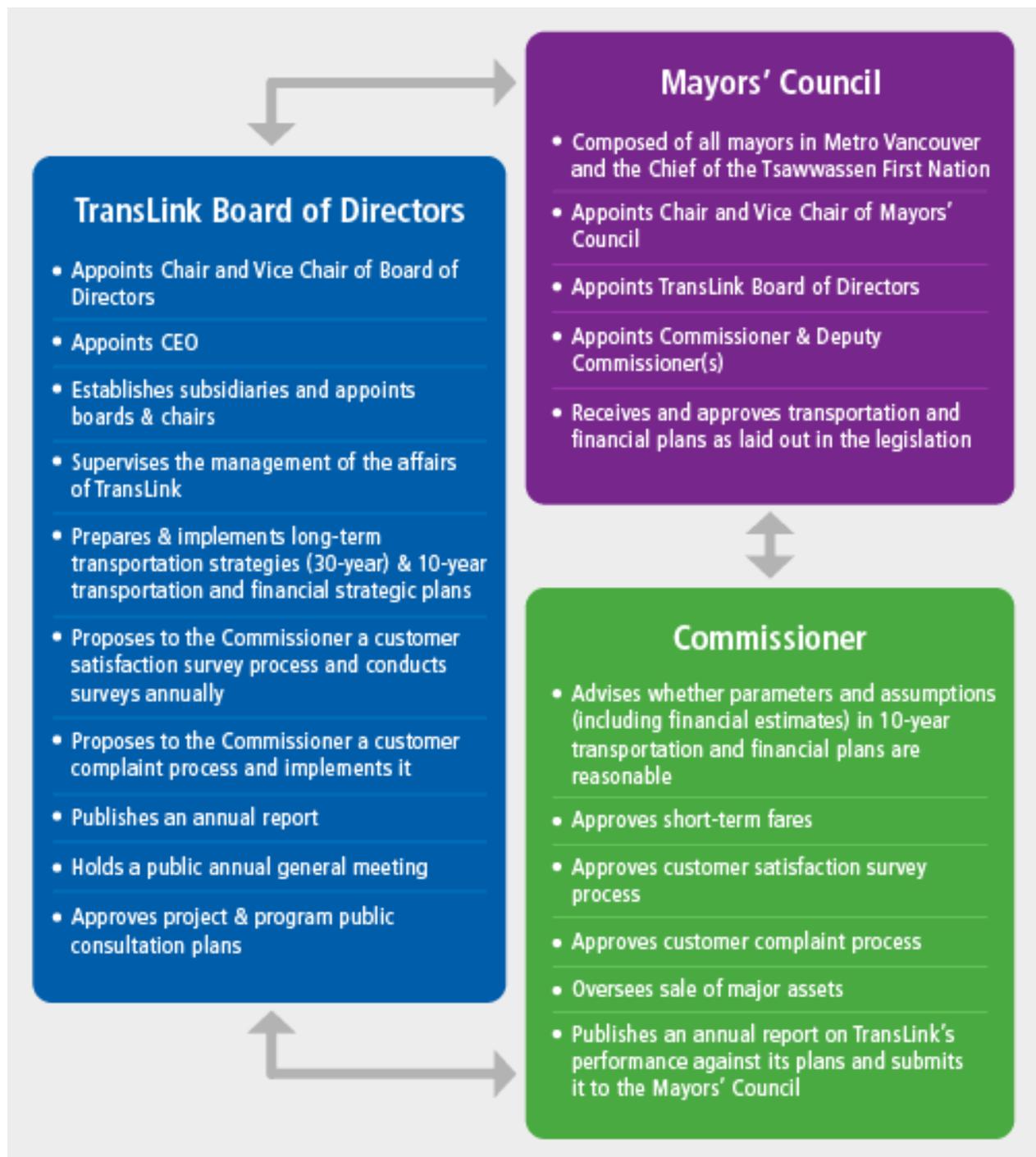
“Original Signed”

Robert Lapham, MCIP
General Manager
Planning and Protective Services
Concurrence

Kelly Daniels
Chief Administrative Officer
Concurrence

Attachments: 3

Governance Model for Regional Transportation in Metro Vancouver



The Mayor's Council on Regional Transportation

The Mayors' Council contains representatives from each of the 21 municipalities, as well as the Tsawwassen First Nation, from within the transportation service region and collectively represents the viewpoints and interests of the citizens of the region. More mayors can be added from within the south coast, with the agreement of the provincial government and the Mayors' Council. The Mayors' Council appoints the Board of Directors for TransLink and the Commissioner. It approves plans prepared by TransLink, including the transportation plan, regional funding and borrowing limits.

TransLink Board of Directors

These individuals are selected based on their skills and expertise and must act in the best interests of TransLink. They do not represent any other interests or constituencies. They are responsible for hiring, compensating and monitoring the performance of the CEO and providing oversight of TransLink's strategic planning, finances, major capital projects and operations.

Chief Executive Officer

The CEO runs TransLink, as directed by the board. The CEO, with the support of TransLink and subsidiary staff and contractors, is responsible for preparing plans and reports for approval by the board and for building and operating TransLink's many transportation services in a manner that will allow TransLink to achieve its annual and long-term plans. These transportation services include the Major Road Network, SkyTrain, West Coast Express Ltd., Coast Mountain Bus Company, Canada Line, Golden Ears Bridge and all other contracts and services of the current TransLink.

Regional Transportation Commissioner

The Mayors' Council also appoints a Commissioner who is separate from the Council, TransLink Board of Directors and TransLink staff. The Commissioner approves cash fare increases above inflation. The Commissioner also approves TransLink's plans for annual customer satisfaction surveys, its customer complaint process and any proposed sale of major assets. The Commissioner reports annually to the Mayors' Council on Commissioner's decisions and the performance of TransLink.

Provincial Government

The provincial government also plays a critical role because it has the responsibility for the legislation that establishes TransLink and its governance system. It participates in setting a long-term provincial vision for transportation on the south coast and contributes funding for major projects.

Metro Vancouver (formerly Greater Vancouver Regional District)

Metro Vancouver continues to be responsible for the long-term growth management plan and the air quality plan of the region. TransLink is required to seek input from Metro Vancouver on its long range transportation plan and its borrowing limit increases.