

TransLink Briefing Note to Metro Vancouver Municipalities

REQUEST FOR MUNICIPAL RESOLUTIONS IN SUPPORT OF BUS RAPID TRANSIT

September 7, 2023

INTRODUCTION

The 10 Year Priorities – Access for All plan was unanimously endorsed last year to guide the implementation of the Transport 2050 long range strategy. The 10 Year Priorities calls for implementation of 9 BRT corridors, which will be implemented in phases prioritized by the Mayors Council. BRT can only be implemented quickly and successfully if championed by local communities and government partners, and the implementation will take place through a ‘work with the willing’ approach.

The Mayors’ Council requested clarity from TransLink on how the municipalities can indicate support, and the template motion of support responds to that request. The Mayors’ Council will look to the motions of support to confirm the commitment for the implementation of BRT corridors in the host municipalities. This support will be considered alongside other factors in the Mayors’ Council prioritization of potential BRT corridors across the region through the BRT Action Plan.

The motions of support are intended to be agreements in principle that signal municipalities’ commitment for the necessary interventions. This commitment will help the Mayors’ Council direct BRT infrastructure investments to where they will be most successful. Further specificity on actions will be outlined in project partnership, contribution and supportive policies agreements at future stages of project implementation and ahead of inclusion in a future investment plan.

COUNCIL SUPPORT FOR BRT:

A template motion of support is provided at the end of this memo to highlight the benefits of BRT for the host communities and define TransLink and the Mayors’ Council’s expectations on implementation approach for BRT corridors. Municipal support is needed in several key areas:

BRT implementation component	Municipal support sought by TransLink and the Mayors’ Council
Corridor right of way	Commitment to a near continuous exclusive transit lane for the length of the BRT corridor, achieved primarily through reallocation of existing road space , with the possibility to expand road right of way where required and feasible. Road space reallocation required to deliver near continuous transit lane could include reallocation from general purpose traffic lanes, parking lanes, roadway shoulders , or other depending on the specific corridor context.
Other transit priority actions	Support for other transit priority measures including turn restrictions, driveway, access changes , and signal priority to ensure buses operate without delay from other vehicles.
Municipal staff and elected official support	Enthusiastic BRT council champion identified. Dedicated senior staff and support team at municipality to facilitate implementation.
Procedural and engagement activities	Commitment to prioritize political processes , partner with TransLink to co-lead and champion public engagement activities , and expedite reviews and approvals.

BRT implementation component	Municipal support sought by TransLink and the Mayors' Council
Supportive policies and plans	Commitment to proactively update municipal plans and policies and advance the principles of Transit Oriented Communities Design Guidelines to support the outcomes of the project. Commitment to focus population and job growth in the corridor while preserving and expanding affordable housing across the affordability spectrum through policies, zoning, expedited approvals and both in-kind and financial incentives .
Supportive infrastructure	Commitment to enhance supportive infrastructure including proactive completion of sidewalks, cycling network , station areas, and public realm.

The council motion is intended to be a good faith agreement to the BRT project implementation. Further specificity and detailed planning will be outlined through the project development phase in the following agreements and policies:

- Supportive Policies Agreement
 - Final investment decisions will be subject to future Supportive Policies Agreements (SPA's) that lay out specific commitments related to desired land use and transportation outcomes. The SPA's will provide further clarity and specificity on expectations for TransLink and the municipalities on how these Transit Oriented Communities related commitments will be implemented and monitored.
- Contribution agreements
 - TransLink's municipal contributions framework defines expectations around how and when municipalities will contribute to major transportation investments. This commitment framework provides further clarity on the BRT projects elements that will require contributions during project implementation. These commitments will be formalized through contribution agreements during the project implementation.
- Future Memorandum of Understandings (MOU's)
 - Commitments in motions of support will be further refined and codified in future project partnership agreements at key project milestones prior to and during project development and implementation.

Timeline:

The municipal motions of support are requested by October 16th, 2023 for consideration at the Mayors' Council workshop on BRT prioritization on October 19th, 2023.

ATTACHMENT:

- Template Council Resolution in Support of BRT

Template Council Resolution
WHITE ROCK RESOLUTION ON BUS RAPID TRANSIT ACTION PLAN

- A. **WHEREAS** TransLink and the Mayors' Council on Regional Transportation unanimously endorsed the *Access for Everyone Plan* (also called *Transport 2050: 10-Year Priorities*) in 2022 to urgently expand and improve transit throughout Metro Vancouver to support record-setting population growth, housing affordability, GHG emission reduction targets and reconciliation;
- B. **WHEREAS** the *Access for Everyone Plan* places a strong emphasis on quick and cost-effective, delivery of new at-grade rapid transit through nine new Bus Rapid Transit (BRT) corridors throughout the region;
- C. **WHEREAS** the *Access for Everyone Plan* identified a new BRT line along the White Rock/ Surrey corridor to enhance livability and transportation in the City of White Rock and Surrey areas;
- D. **WHEREAS** BRT requires the allocation of road space and reconfiguring of roads for successful implementation;
- E. **WHEREAS** Municipalities are the primary administrators of local and regional roads in the region and will be crucial partners in the successful implementation of future BRT corridors;
- F. **WHEREAS** TransLink and the Mayors' Council are currently undertaking a prioritization exercise to determine the order in which BRT corridors will be implemented that emphasizes a 'work with the willing' approach so that first phase of BRT projects can be built quickly and to a high quality, with maximum support from municipal and other local government partners, to serve as a showcase for this type of rapid transit to the rest of the region;

Be it resolved,

THAT the White Rock Council supports a BRT line featuring dedicated bus lanes, transit signal priority, enhanced customer amenities at stations and specialized vehicles to support fast, reliable, high-quality rapid transit to along the White Rock/ Surrey corridor;

THAT White Rock support for this project will include:

- Working with TransLink to finalize and sign a *Bus Rapid Transit Action Plan Commitment Framework* to partner with TransLink to expeditiously achieve a high quality BRT corridor;
- A commitment to deliver a BRT with near continuous exclusive transit lane along the length of the corridor, achieved primarily through reallocation of existing road space;
- Support for prioritizing transit, including willingness to reallocate space from parking, changes to property access, turn restrictions, and transit signal priority;
- Willingness to allocate, resources, and in-kind support;
- Appointing a BRT "Council champion," a BRT internal staff lead, and dedicated staff team to support the project through all phases;
- Willingness to expedite processes, permits and approvals, and to co-lead and support public engagement;
- Aligning local plans and policies to support Transit Oriented Communities and implement supportive infrastructure including walking and cycling networks.

THAT White Rock Council direct staff to work expediently with TransLink and coordinate with adjacent municipalities towards the planning, design and implementation of BRT within the municipality;

THAT White Rock Council ask the Mayors' Council to prioritize the White Rock/ Surrey corridor as a priority BRT project, based on the municipality's readiness to support the project.