

REPORT  
1996 October 21

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

RE: TRANSACTION 2002 FIVE YEAR PLAN AND FUNDING STRATEGY  
FOR THE VANCOUVER REGIONAL TRANSIT COMMISSION

RECOMMENDATION:

1. *THAT* Council forward a copy of this report to Mayor L. Traboulay, Chair, Vancouver Regional Transit Commission.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1996 October 09 , adopted the *attached* report responding to a request from Vancouver Regional Transit Commission for comments on the Five Year Plan and Funding Strategy for transit services in the Vancouver Regional Transit System.

The Committee advised that Transaction 2002, the Five Year Plan for the Vancouver Regional Transit System, sets a new direction for the transit system. Instead of continued outward expansion of transit in an effort to attract riders from suburban areas, transit resources will be focussed on establishing linkages between high density town centres in the Growth Concentration Area (GCA).

: COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIR. PLNG. & BLDG.
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REPORT  
1996 October 21

The Committee further advised that Burnaby would benefit substantially from this reallocation of transit resources with the result that the transit concept in the Burnaby Transportation Plan could be realized sooner than expected. The Committee, therefore, concluded that it is in Burnaby's interests to provide whatever support is necessary to ensure the success of the Five Year Plan in achieving its objectives.

MEMBERS:

Mrs. Y. Coveney-Boyd  
Ms. L. Tatangelo  
Mr. W.B. Roxburgh  
Mr. L. Werden

Respectfully submitted,

Councillor D. Evans  
Chairman

Councillor J. Young  
Member

TO: CHAIR AND MEMBERS  
TRAFFIC AND TRANSPORTATION COMMITTEE  
(Transportation and Transit Division)

1996 OCTOBER 07

OUR FILE: 08.202

FROM: DIRECTOR PLANNING & BUILDING

SUBJECT: TRANSACTION 2002: FIVE YEAR PLAN AND FUNDING  
STRATEGY FOR THE VANCOUVER REGIONAL TRANSIT COMMISSION

PURPOSE: To respond to a request from the Vancouver Regional Transit Commission for comments on the Five Year Plan and Funding Strategy for transit services in the Vancouver Regional Transit System.

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**RECOMMENDATION:**

1. **THAT** a copy of this report be forwarded to Mayor L. Traboulay, Chair, Vancouver Regional Transit Commission.

**R E P O R T**

**1.0 BACKGROUND**

At its regular meeting of 1996 September 30, Council received correspondence from BC Transit regarding TransAction 2002, the Vancouver Regional Transit Commission's Five Year Plan and Funding Strategy. TransAction 2002 defines the policies and actions to be pursued by the Commission for improving the transit system in the Vancouver Region. The Five Year Plan and Funding Strategy was received by the Commission at its meeting on 1996 September 11 and referred to the municipalities for comment. The correspondence from the Chair of the Vancouver Regional Transit Commission, Mayor L. Traboulay requests comments by 1996 October 18.

This report provides a response to the Commission on the conclusions in TransAction 2002 Five Year Plan and Funding Strategy.

**2.0 TRANSACTION 2002**

**2.1 Process**

TransAction 2002 was developed by a Steering Committee of the Vancouver Regional Transit Commission in fulfilment of the Commission's mandate to set levels of transit service and funding for the Vancouver Regional Transit System. As the first Five Year Plan developed by the Commission, TransAction 2002 is intended to provide policy direction and to define the actions necessary to improve transit services for the five year period from 1997/98 to 2001/2.

TransAction 2002 was developed over a fifteen month period involving a variety of stakeholders including municipal staff and the public comprising both users and non-users of the transit system. The Municipal Advisory Committee (MAC) including staff representatives from each of the VRTS municipalities met a number of times throughout the process to consider needed transit improvements while focus groups were used to channel public input into the Five Year Plan.

The Five Year Plan in draft form was reviewed by the Municipal Advisory Committee in draft form in 1996 July and comments provided to the Commission at a meeting of the TransAction 2002 Steering committee in 1996 August 20. Subsequently at its regular meeting of 1996 September 11, the Vancouver Regional Transit Commission received the Five Year Plan and Funding Strategy and submitted the Plan to the municipalities for comment.

## 2.2 Overall Direction

TransAction 2002 sets a new direction for transit in an effort to increase transit ridership and support the Livable Region Strategic Plan and Transport 2021. Transport 2021 envisioned a key role for the transit system in meeting the regional objectives of reducing single occupant vehicle travel, especially during peak periods. Under Transport 2021, the transit system was expected to offer a convenient alternative to the automobile as a "carrot" to encourage people out of their cars.

While previous plans for service improvements in the eighties have emphasized expanding services to newly developing suburban areas, TransAction 2002 has envisioned a new approach as follows:

*"Instead of a continued focus on outward expansion of services into lower density areas and service improvements to the metropolitan core (downtown Vancouver), the vision is one of a more highly developed network of frequent and direct routes, focussed on regional and municipal town centres in the more developed parts of the region. More transit oriented development in medium and higher density areas will provide a ready market for a revitalized urban transit service. With a growing number of transit intensive corridors and nodes connected by more frequent and direct transit routes, there will be greater opportunities for residents to choose to use transit by living in areas which have the density to support intensive transit service."*

Essentially the Five Year Plan proposes to direct the majority of transit resources to the areas within the Growth Concentration Area (GCA) as defined in the Livable Region Strategic Plan and comprising Vancouver, Burnaby, New Westminster, the Northeast Sector and North Surrey/Delta. As a central municipality within the GCA, the City of Burnaby would benefit significantly from this reallocation of transit resources.

## **2.3 Specific Service Improvements**

The service improvements proposed in the Five Year Plan are summarized in a Service Strategy which comprises a number of Action Plans. These are described in the following sections.

### **2.3.1 Regional/Municipal Connectors**

Addresses the growing demand for suburb to suburb commuter travel by improving transit service between major regional destinations including town centres, universities and along regional corridors. Existing regional connections would be upgraded and new regional services provided as shown in *Figure 1*.

Specific service improvements to regional/municipal connectors of direct benefit to Burnaby, include the following:

- (i) Increased service frequencies on the New Westminster-Burnaby-Vancouver-Richmond (Airport) service, Metrotown-SFU, Lougheed Mall-SFU, and Richmond-Metrotown services.
- (ii) A new North Vancouver-Metrotown service.

Combined with SkyTrain and the recent B-line service from Lougheed Mall to UBC, the Five Year Plan would, therefore, substantially improve regional connections to Metrotown and connections between the four Burnaby town centres.

### **2.3.2 Service Quality Improvements**

Implementation of new suburban express bus services in Burnaby such as the SFU/Downtown and Lougheed/Broadway express bus services would free up trolley buses for use in the City of Vancouver to improve service frequencies on existing routes.

### **2.3.3 Major Transit Corridors to the Metropolitan Core**

Downtown Vancouver as the Metropolitan Core is the largest single market for transit trips and will continue to be important as the region grows. Improved service on Sky Train, West Coast Express and Sea Bus will be developed to capture this market and increase the mode split to downtown Vancouver.

As Burnaby continues to be a major generator of trips to the Metropolitan Core, residents of this City would benefit substantially from these and other improvements to downtown-destined services as shown in *Figure 2* and including:

- (i) Increased service frequencies on the new Lougheed/Broadway Express Bus Service
- (ii) Introduction of a direct bus service between SFU and downtown Vancouver as part of the North Burnaby Transit Plan.

#### **2.3.4 Local Services within the Metropolitan Core**

Major residential developments within downtown Vancouver including False Creek North and Coal Harbour require improved local services to facilitate internal mobility within the Metropolitan Core.

#### **2.3.5 New Local Services Outside the Metropolitan Core**

New local services will be introduced primarily in the Growth Concentration Area in areas currently not served adequately by transit. Examples include the Queensborough area in New Westminster and the Fraser Lands/Riverside area in the City of Vancouver.

In Burnaby there are a number of newly developing areas including South Burnaby, the Big Bend and the Oakland Development where local services could be extended.

#### **2.3.6 Alternative Transit Services**

TransAction 2002 identifies the need for assessing an array of alternative methods of delivering service which are different from the standard sized bus on a fixed route. Alternatives such as circulators around regional town centres, community oriented feeder service in low density suburbs and demand responsive services are under consideration for implementation in pilot programs to be undertaken in conjunction with individual municipalities.

#### **2.3.7 Service Productivity Improvements**

The Productivity Improvement Initiative, an ongoing program to reallocate resources from less productive services to more productive services, will continue to be applied throughout the Vancouver Regional Transit System.

#### **2.3.8 Sky Train, West Coast Express and Sea Bus Services**

Major improvements to these non-bus services will be provided to meet increased demand. More SkyTrain cars, an additional West Coast Express train and increased frequencies on Sea Bus are planned.

#### **2.3.9 Customer Convenience**

To improve the convenience of transit, the Five Year Plan includes proposals to improve security and provide better customer information.

### **2.3.10 Expand Transit Exchanges, Park-Ride and Operations Facilities**

This action plan is intended to upgrade and provide new transit exchanges (i.e. bus loops) and park-ride lots. As part of this program the Burnaby transit exchange would be expanded by early 1997 to accommodate additional buses. As shown in **Figure 3**, an additional park-ride lot will be provided on the Coquitlam/Burnaby boundary served by new express bus services to operate on Highway 1 when the HOV lanes are completed.

### **2.3.11 Expand Transit Priority Measures**

As shown in **Figure 4**, the continued development and expansion of measures to give buses priority over other vehicles on roads and at intersections is needed to reduce delay to improve service reliability for customers and to enhance service productivity. Of particular interest to Burnaby are proposed bus signal priority measures and High Occupancy Vehicle lanes on Lougheed Highway.

### **2.3.12 Improve Inter-Agency Partnerships**

Close cooperation between B.C. Transit and municipalities will be required in the areas of regional transportation planning, and coordination with land use plans. In this respect TransAction 2002 proposes to develop a standardized process for reviewing municipal land use plans and to work in partnership to develop transit supportive road infrastructure.

### **2.3.13 Basic Level of Transit Service to Regional Residents**

This action plan is intended to ensure that transit continues to fulfil its social responsibility to provide basic mobility to those without access to an automobile.

### **2.3.14 Improve Intermodal Facilities**

Intermodal facilities are those which facilitate transfers between transit and bicycles, trains, ferries, intercity buses, and airplanes. Plans call for more bicycle lockers at transit exchanges, more exterior bike racks on buses and improved customer information and ticket vending machines at B.C. Ferry terminals.

### **2.3.15 Improve Public Accountability**

To ensure that transit services are planned in consultation with major stakeholders of the transit system, TransAction 2002 proposes a continued high level of public involvement and better liaison with immigrant groups with regard to transit information.

## 2.4 Relationship to Burnaby Transportation Plan

The specific service improvements proposed in TransAction 2002 would result in substantial upgrading of the transit system in Burnaby over the five year time horizon of the plan. New rapid bus and express bus services would be developed utilizing the HOV lanes on Hastings and Highway 1. By 2002 a Rapid Bus service would be well established on the Lougheed Highway as a precursor to rapid transit. Combined with increased service frequencies on SkyTrain, these initiatives would provide faster and more convenient connections between Burnaby Town Centres and other major activity centres in Burnaby and throughout the Region. New local services could also be developed in the South Slope and Big Bend possibly using smaller buses. In conjunction with proposed improvements to the Burnaby Transit Centre and a new park-ride lot on the Burnaby/Coquitlam boundary, the Service Strategy would make significant progress to implementing the Transit Concept as adopted by Council in the Burnaby Transportation Plan.

## 3.0 FUNDING STRATEGY

### 3.1 Current Funding

TransAction 2002 includes a funding strategy with the objective of ensuring that the Vancouver Regional Transit Commission has sufficient funding from existing revenue sources to fund its share of the substantial transit improvements proposed over the next five years. **Figure 5** shows the current sources of funding for the VRTS. Approximately 29.9% of capital and operating costs are covered by fare revenue with the Province contributing of 46.1% of total costs and the VRTC deriving the remaining 23.9% through the hydro levy, the gas tax and the non-residential property tax. Clearly, in view of the major Provincial contribution to transit costs the capability to fund the service improvements in the Five Year Plan is contingent on continued stability in Provincial funding.

### 3.2 TransAction 2002 Funding Requirements

As shown in **Table 1** below, total annual costs for the transit system will rise from \$532.8 million to \$627.1 million over the five year period. The local share of transit costs funded by the VRTC however increases at a faster rate (20.2%) than the Provincial share (14.8%). Thus, the Commission would be accepting an increasing proportion of total transit costs in order to fund the major service improvements defined in TransAction 2002.



TABLE 1

BASE CASE 5 YEAR PLAN PROJECTIONS (\$ millions)						
	<u>96/7</u>	<u>97/8</u>	<u>98/9</u>	<u>99/00</u>	<u>00/1</u>	<u>01/2</u>
<b>Financial projection (\$millions)</b>						
Total annual costs	532.8	554.4	573.6	589.3	611.7	627.1
Provincial share of costs <i>(Net of WCE revenue)</i>	248.6	258.5	264.4	269.2	279.8	285.4
Local share of costs	277.8	289.3	302.5	313.3	325.0	333.8
Local revenue	<u>285.0</u>	<u>295.4</u>	<u>308.0</u>	<u>315.4</u>	<u>330.0</u>	<u>336.5</u>
Local surplus/(deficit)	7.2	6.1	5.5	2.1	5.0	2.7
Year-end transit fund balance	32.0	38.1	43.6	45.7	50.7	53.4
<b>Performance projections</b>						
Cost per ride	\$4.05	\$4.12	\$4.11	\$4.12	\$4.22	\$4.24
<i>Conventional excl WCE total costs / conventional excl WCE revenue riders</i>						
Cost recovery	32.1%	32.5%	33.2%	33.1%	33.9%	33.8%
<i>Conventional excl WCE fare revenue / conventional excl WCE total costs</i>						

### 3.3 Recommended Funding Strategy

The TransAction 2002 Five Year Plan Funding Strategy is summarized in eight recommendations as follows:

1. The Vancouver Regional Transit Commission should establish targets for cost recovery from fares. Goals of 35% of total costs for conventional transit and 10% of total costs for custom transit (handyDART) are recommended.
2. Fare increases of at least 5% should be introduced in September 1997. A second fare increase of 5% should be scheduled for the year 2000.
3. The Vancouver Regional Transit Commission should review the equity of the fare structure as part of the 1997 fare change process.

4. The Vancouver Regional Transit Commission and BC Transit should explore alternatives for providing lower cost suburban services.
5. The Vancouver Regional Transit Commission should replace the hydro levy when, and if, it agrees to introduce as general property tax for transit purposes in the region.
6. The Vancouver Regional Transit Commission should set and maintain a minimum transit fund balance of between \$5 and \$10 million. This would act as a reserve in the case of expenditure or revenue variations. It could also be used to smooth out future fare and tax rate increases.
7. Owing to the project size of the local transit fund, the Vancouver Regional Transit Commission should consider increasing its share of transit expenditures in exchange for greater certainty of provincial funding and increased service expansion.
8. The Vancouver Regional Transit Committee should address the need to improve accountability and simplicity as part of the discussions with the Province on increases in the local share.

### **3.4 Review of Funding Strategy**

The funding strategy for TransAction 2002 generates sufficient revenues to fund the increased transit costs over the five year period by increasing the VRTC portion of total transit costs. This commitment from the Commission to voluntarily increase its share of transit expenditures is based on achieving agreement by the Province to maintain current level of Provincial funding over the period. This approach however increases the exposure of the Commission to major cost increases should the Provincial contribution be reduced by even a small percentage. As the City of Burnaby is a major beneficiary of the service improvements in the Five Year Plan, there is cause for concern over the impact on Burnaby transit users of a possible shortfall in Provincial contributions.

The Funding Strategy also raises the matter of introducing a general property tax to fund transit. The general property tax is intended as a means of replacing the hydro levy which tends to be inequitable in its application. While the property tax is a major funding source for other transit systems in North America which receive a lower level of Provincial funding it has not been applied in the Vancouver Region. Clearly the role of the general property tax to fund transit identified in TransAction 2002 needs further review by Council and the Commission in the context of a broader consideration of transportation funding.

#### **4.0 MUNICIPAL ADVISORY COMMITTEE REVIEW**

The Municipal Advisory Committee (MAC), a committee of staff representatives from each of the municipalities in the Vancouver Regional Transit System Services Area and the GVRD and UBC was formed to advise the Commission on the development of TransAction 2002. The MAC met a number of times throughout the process culminating in a review of final report which was presented to the Steering Committee of the VRTC responsible for TransAction 2002. This review paper (see **Attachment A**) summarized the comments of the MAC in five general areas. Subsequently the Steering Committee requested BC Transit staff to respond to each of the points raised in the MAC Review Paper. The MAC comments and BC Transit staff response is noted in the following sections.

##### **4.1 Regional Ridership Targets**

The MAC was concerned that the service improvements in TransAction 2002 while supportive of the Livable Region Strategic Plan and Transport 2021 would fall short of the Transport 2021 target for transit share of 15-16%. In response, BC Transit has undertaken an analysis of the additional transit resources and funding implications increasing the transit share from the 13.1% envisioned in the Five Year Plan to the Transport 2021 Target. This analysis has shown (see **Figure 6**) that over the five year period, total transit costs would rise by an additional \$224 million.

##### **4.2 Greater Innovation**

Throughout the TransAction 2002 process the MAC emphasized the need for BC Transit to examine more innovative ways of delivering transit services in suburban areas. While TransAction 2002 identified a number of pilot projects starting in 1999, the MAC requested BC Transit to bring forward the timing of these projects as soon as possible. BC Transit has agreed to work towards an earlier implementation for the pilot projects.

##### **4.3 Funding Strategy**

The MAC identified the uncertainty of provincial funding as a key issue which was not adequately addressed by the TransAction 2002 Funding Strategy. The proposal in the Strategy to seek a commitment from the Province for continuity of funding for the five year period appeared to be somewhat optimistic in view of the current Provincial fiscal climate, leading to the conclusion that a broader discussion on the issue of transit funding is necessary. BC Transit staff agreed to reflect this concern in discussions between the Commission and the Province on transit funding options.

#### **4.4 System Productivity**

TransAction 2002 proposes to increase the productivity of the transit system by 1% each year of the five years through a reallocation of resources from unproductive to productive services. This approach however, raises a concern regarding the application of productivity measures to services deemed less productive. The MAC would prefer that productivity improvements be achieved to a greater degree through increasing labour productivity.

#### **4.5 Implementation**

In view of the many areas identified in the Five Year Plan where continued BC Transit/municipal cooperation was required, the MAC identified the need for continuation of the Committee as an advisory body. BC Transit has recommended to the Commission the continuation of the Municipal Advisory Committee (MAC) through the Five Year Plan implementation process.

### **5.0 CONCLUSION**

TransAction 2002, the Five Year Plan for the Vancouver Regional Transit System, sets a new direction for the transit system. Instead of the continued outward expansion of transit in an effort to attract riders from suburban areas, transit resources will be focussed on establishing linkages between high density town centres in the Growth Concentration Area (GCA). Burnaby at the centre of the GCA would benefit substantially from this reallocation of transit resources with the result that the transit concept in the Burnaby Transportation Plan could be realized sooner than expected.

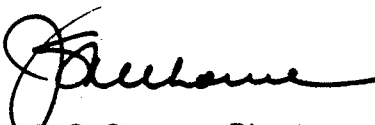
It is, therefore, in Burnaby's interests to provide whatever support is necessary to ensure the success of the Five Year Plan in achieving its objectives.

It must be recognized however, that the major service improvements identified in the Five Year Plan will fall short of the goals of Transport 2021 unless there is a commitment to the earlier implementation of transportation demand management measures (road user fees, parking changes, etc.) combined with the application of more transit resources. The dilemma is that even the lesser level of transit funding identified in the Five Year Plan is subject to the uncertainties of the Provincial contribution over the five year period. Clearly, the transit system has a major role to play in the resolution of the broader transportation problems of the region but only as part of a more comprehensive transportation and funding strategy.

Overall, however, it is encouraging that the Plan represents a significant departure from the policy directions which have set the course for transit in the Lower Mainland in the eighties. The expansion of the transit system in conjunction with the extension of SkyTrain and the rapid development of the suburbs was necessary to ensure reasonable access to transit services throughout the Region. However, while these actions opened up new markets for transit, they also reduced the competitiveness of transit relative to the private automobile.

Planning & Building Department  
Re: TransAction 2002  
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The Five Year Plan would embark on a course which capitalizes on the strengths of the transit system by targeting resources to the higher density areas of the Region thus concentrating transit in closer proximity to population. Achievement of this objective, however, relies not only on the success of the GVRD and individual municipalities in the Growth Concentration Area to accommodate regional growth in a more compact land use pattern but a commitment by the Province to support transit in its efforts to shift people away from the automobile.



D.G. Stenson, Director  
PLANNING & BUILDING

RG/ma  
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Attachment

cc: City Manager  
Deputy City Manager, Corporate Services  
Director Engineering  
Director Finance  
Director Recreation & Cultural Services

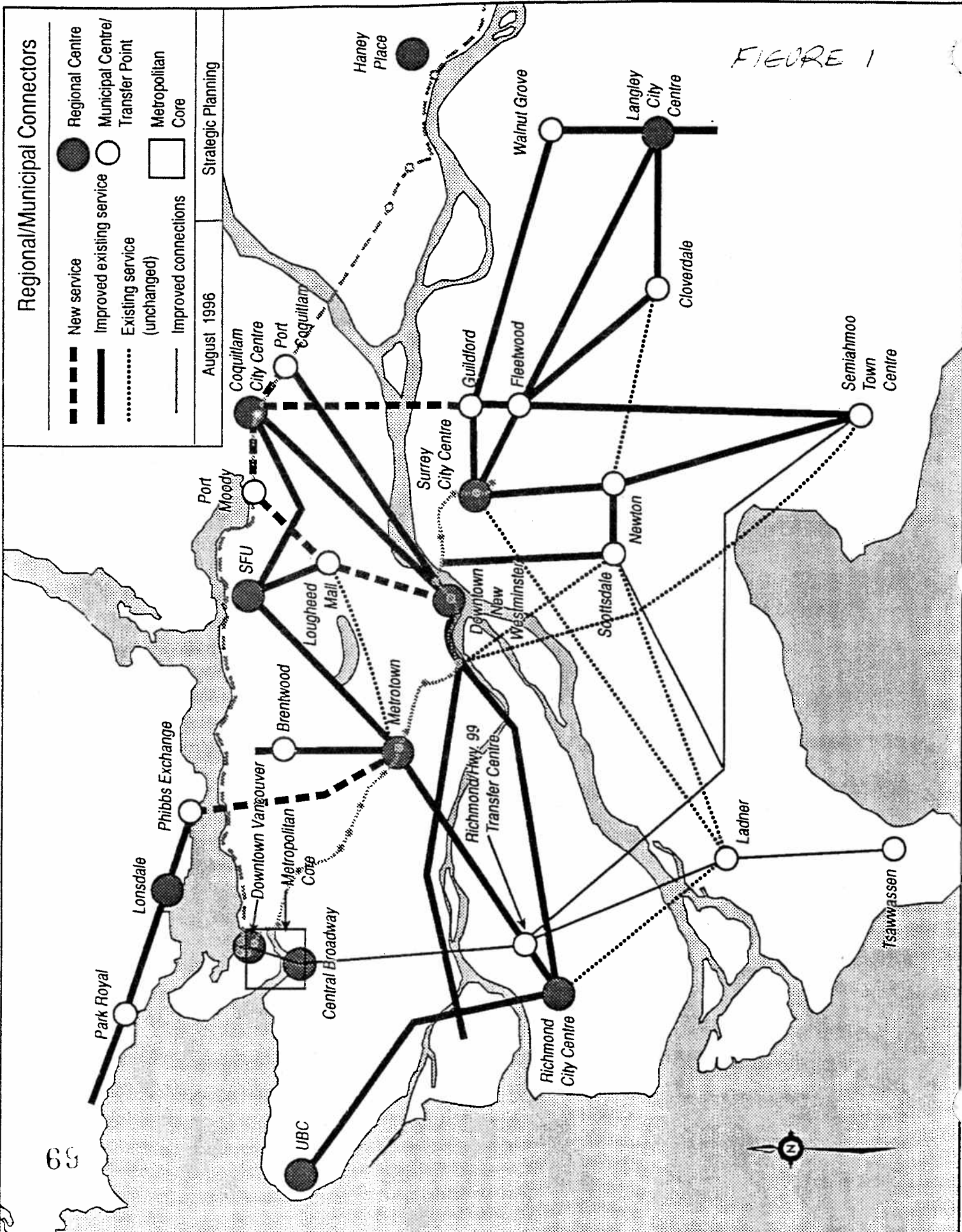
# Regional/Municipal Connectors

	New service		Regional Centre
	Improved existing service		Municipal Centre/Transfer Point
	Existing service (unchanged)		Metropolitan Core
	Improved connections		

August 1996

Strategic Planning

FIGURE 1



# Major Transit Corridors to Metropolitan Core

- Proposed service improvements
- Rapid Bus
- SkyTrain
- West Coast Express

July 1996  
Strategic Planning

FIGURE 2

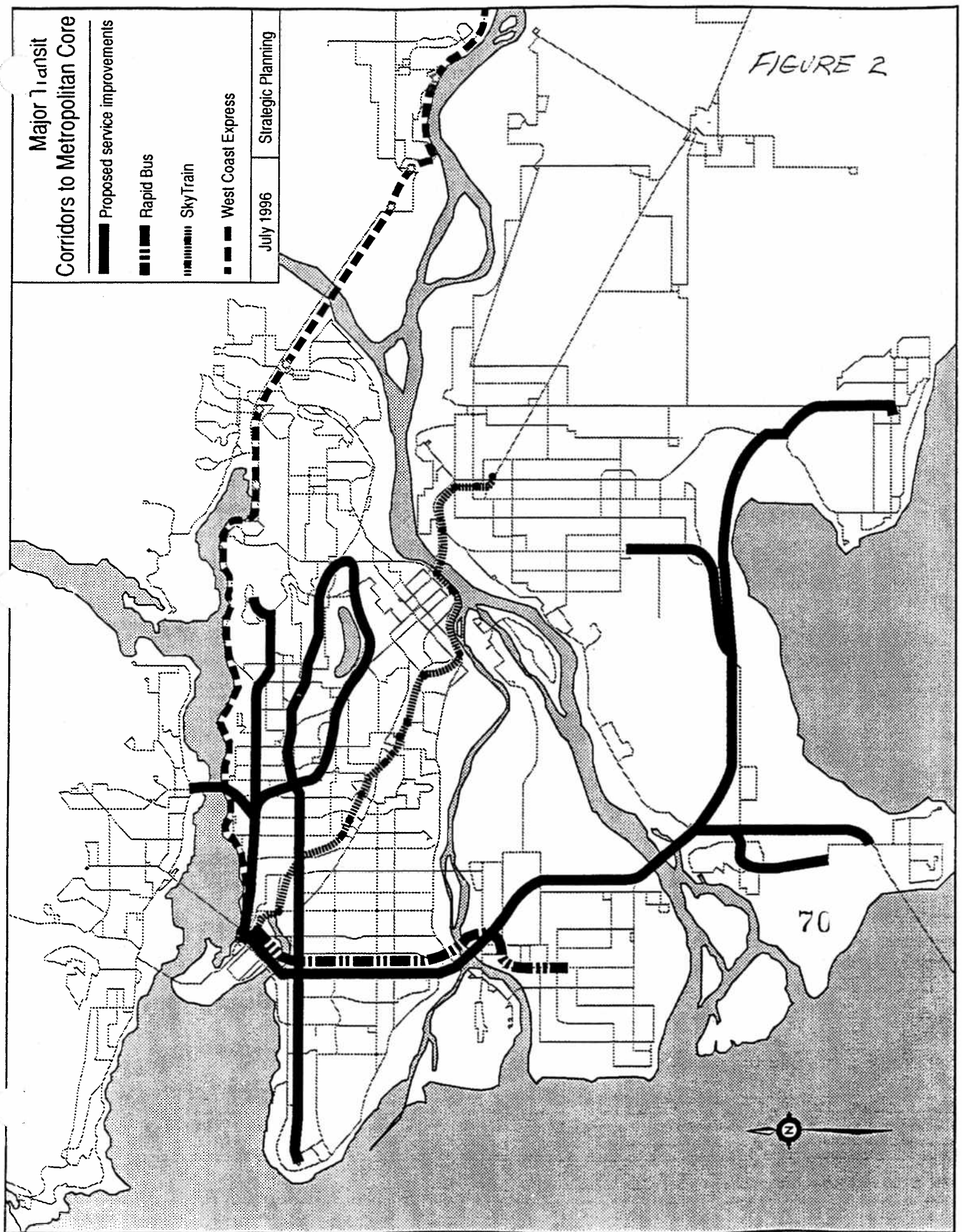
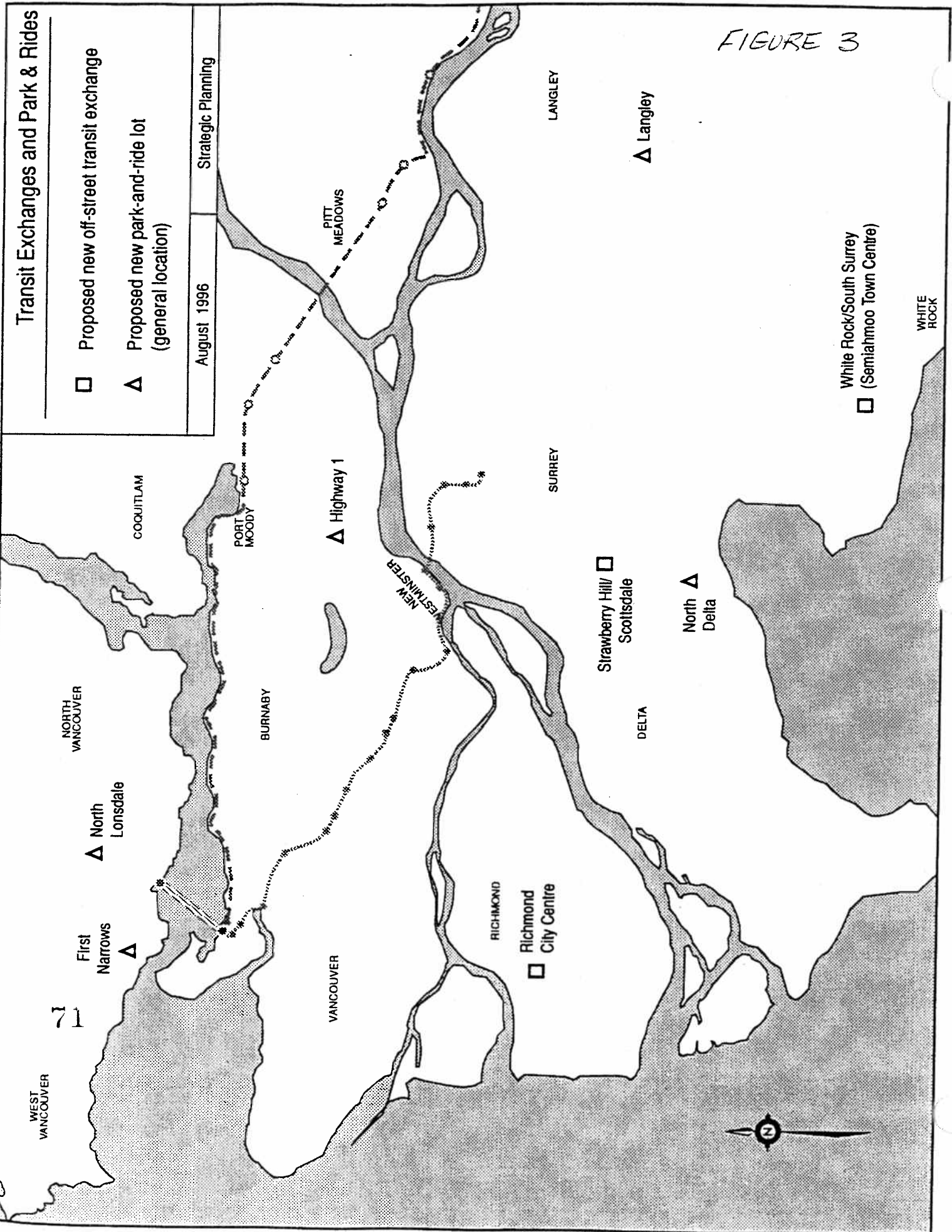




FIGURE 3





# Major Transit Priority Improvements to Year 2002

-  HOV/Bus Lanes
-  Bus Signal Priority and/or Queue Jumpers

August 1996 Strategic Planning

FIGURE 4

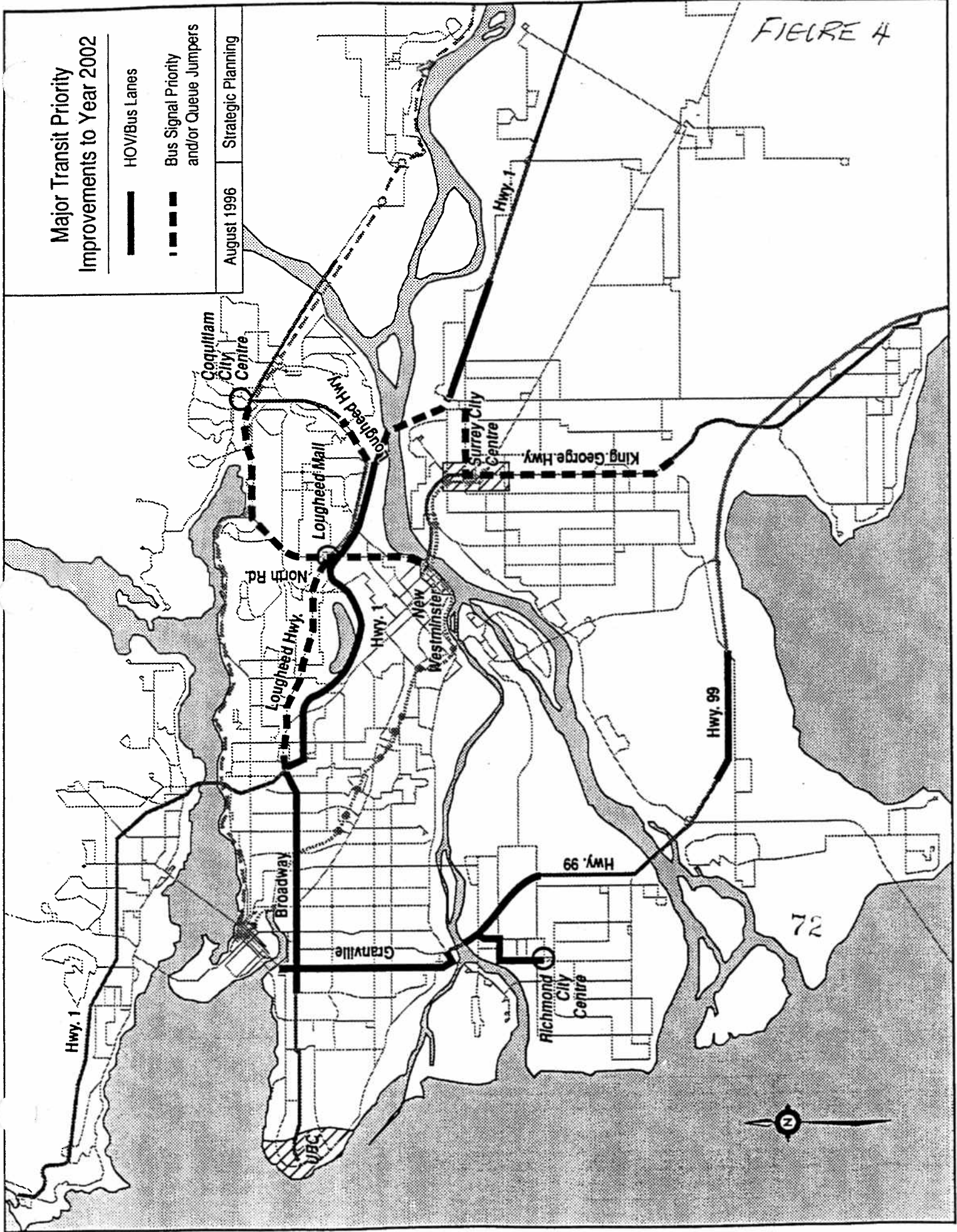
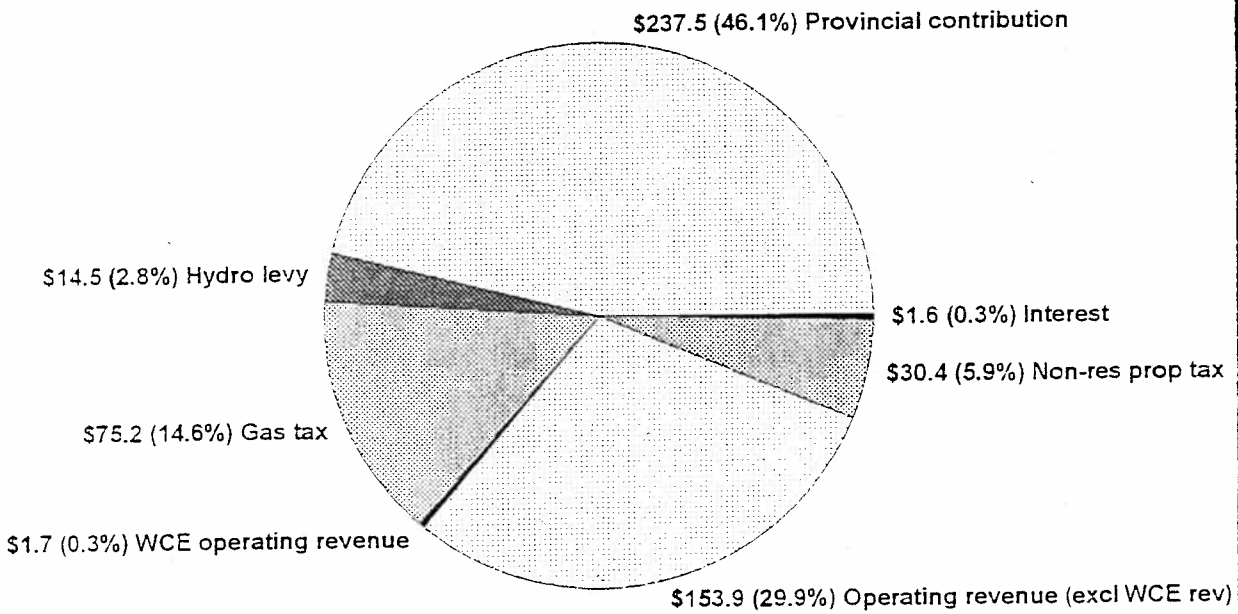
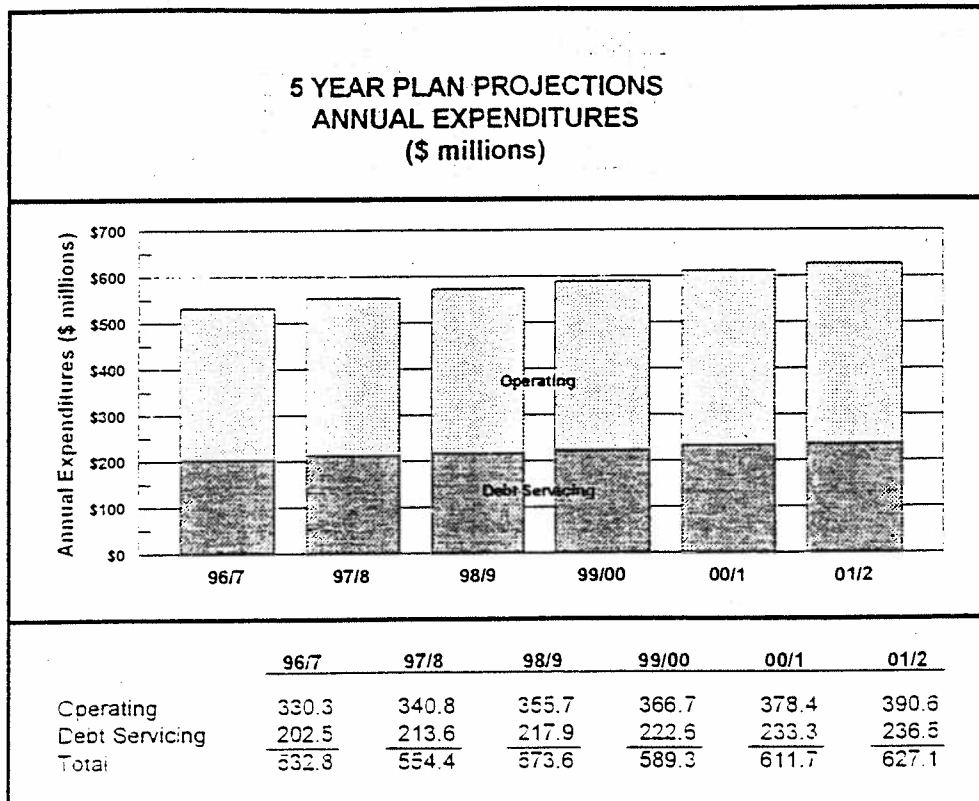
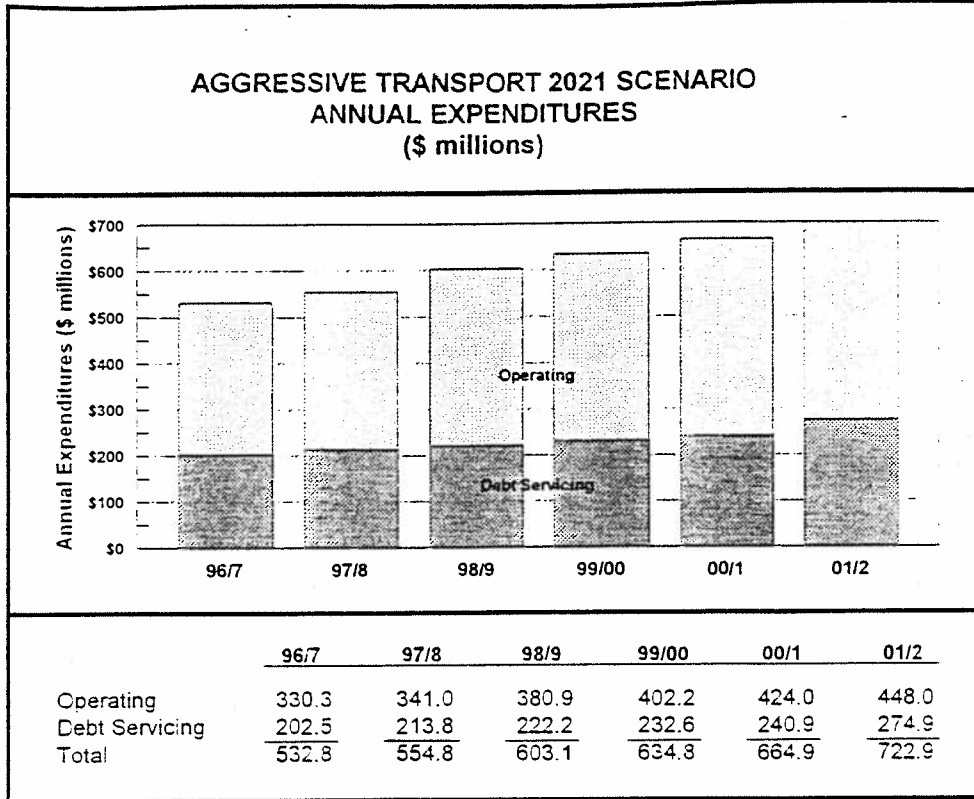


FIGURE 5

**SUMMARY OF 1995/96 FUNDING SOURCES  
(\$ millions)**



**Total 1995/96 funds: \$514.8 million**



## *TransAction 2002: Service Plan and Funding Strategy*

### *Municipal Advisory Committee Review*

TransAction 2002, the first Five Year Plan for the Vancouver Regional Transit System has been developed over the past year with involvement from municipal staff through the Municipal Advisory Committee (MAC). Throughout this process the MAC has attempted to offer constructive comments in a joint effort to ensure that the Five Year Plan reflects the needs and aspirations of the communities in which it operates.

Although in recent months a tight time frame has somewhat limited our level of involvement in the development of the Plan the MAC has taken the opportunity to review the TransAction 2002: Service Plan and Funding Strategy and offers the following comments.

#### **1. REGIONAL RIDERSHIP TARGETS**

To counter the trend towards the increasing dominance of the automobile, municipalities in the GVRD have adopted the Livable Region Strategic Plan and its transportation component Transport 2021 which has focussed growth and transportation resources into the Growth Concentration Area. TransAction 2002 attempts to support this strategy. However, despite the substantial commitment of transit service the transit share target of 13.1% falls well short of the 15-16% required to make a significant contribution to reducing automobile dependence. In this respect the Five Year Plan needs to do more to identify how these regional targets can be met.

#### **2. GREATER INNOVATION**

Municipalities, particularly outside the Growth Concentration Area, are facing major challenges to sustain competitive transit services against the backdrop of relatively low density residential development. Adequate transit is necessary to assist suburban municipalities to create the complete communities envisioned in the Livable Regional Strategic Plan. Throughout the process of developing TransAction 2002 the MAC has consistently emphasized the need for innovation in the development of low cost and more feasible options for local service in suburban areas. The proposals in TransAction 2002 for "alternative transit service" pilot projects to be initiated in 1999/2000 points in the right direction but does not represent the comprehensive strategy and more immediate actions necessary to foster complete communities through the provision of transit services.

#### **3. FUNDING STRATEGY**

TransAction 2002 raises a broad range of funding issues which were not fully reviewed by the MAC due to the short time frame. Of particular concern relative to funding the service improvements proposed by the Five Year Plan is the uncertainty of provincial funding and the inherent difficulties in achieving provincial agreement to ensure stable funding for the Plan. To buffer itself, the Five Year Plan needs a broader consideration of funding issues and the merits of different funding sources.

#### **4. SYSTEM PRODUCTIVITY**

In light of the uncertainties of transit funding and the demands which will be placed on the transit system over the next five years, greater efforts must be made to improve productivity in the transit system. The proposal in the Plan to improve service productivity through an ongoing program to reallocate resources tends to overlook the productivity improvements that can be achieved through service efficiencies.

#### **5. IMPLEMENTATION**

TransAction 2002 identifies a number of Action Plans which will require close cooperation with the municipalities to implement effectively, including major transit corridor service, regional/municipal connector service, transit priority measures, local services and alternative suburban service. As the Five Year Plan identifies the need for closer inter-agency cooperation, it is suggested that ongoing BC Transit/municipal liaison be sustained through the continuation of the Municipal Advisory Committee in a more formalized capacity similar to the Technical Advisory Committee previously constituted under the 1984 BC Transit Act.

In conclusion TransAction 2002 sets forth a vision for the Vancouver Regional Transit System much of which can be supported by the Municipal Advisory Committee. The Municipal Advisory Committee looks forward to working with the Commission and BC Transit staff to refine TransAction 2002 in keeping with the need for greater system expansion and more innovation and continued joint efforts to resolve overall transit funding issues as well as more local matters specific to each municipality.

The above comments represents the views of the MAC as a whole but individual comments from MAC members will also be forthcoming to the Commission in the coming weeks.

