

**From:** "Johnston, Sadhu" <Sadhu.Johnston@vancouver.ca>  
**To:** "Direct to Mayor and Council - DL" <CCDTMACDL@vancouver.ca>  
**CC:** "City Manager's Correspondence Group - DL" <CMCG@vancouver.ca>  
"McGregor, Marnie" <Marnie.McGregor@vancouver.ca>  
"Nikolic, Sandra" <Sandra.Nikolic@vancouver.ca>  
"Council Support \ (COV) - DL" <CCCIOUSUP@vancouver.ca>  
"O'Neil, Shea" <shea.oneil@vancouver.ca>  
**Date:** 11/16/2017 9:01:44 AM  
**Subject:** Background for MPIC Workshop  
**Attachments:** MPIC -Backgrounder\_MunicipalElectedOfficials.pdf

Dear Mayor and Council,

The Mobility Pricing Independent Commission has launched a public engagement and research project to look at how decongestion charging can improve Metro Vancouver's road transportation network and is hosting a workshop this Friday (November 16<sup>th</sup>), invitations for which you have likely received by now.

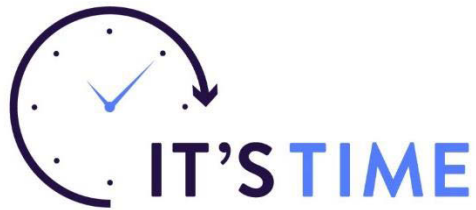
For your reference attached is a backgrounder on the Mobility Pricing Independent Commission and the engagement process in advance of the workshop.

Best,  
Sadhu

**Sadhu Aufochs Johnston** | City Manager  
City of Vancouver | 453 W 12<sup>th</sup> Avenue  
Vancouver | BC V5Y 1V4  
604.873.7627 | [Sadhu.johnston@vancouver.ca](mailto:Sadhu.johnston@vancouver.ca)  
Twitter: sadhuajohnston



CONFIDENTIALITY NOTICE: This message and any accompanying documents contain confidential information intended for a specific individual and purpose. This message is private and protected by law. If you are not the intended recipient, you are hereby notified that any disclosure, copying or distribution, or the taking of any action based on the contents of this information, is strictly prohibited.



# BACKGROUND FOR MUNICIPAL ELECTED OFFICIALS

MOBILITY PRICING INDEPENDENT COMMISSION

NOVEMBER 2017

## BACKGROUND

Congestion is one of the biggest problems affecting residents and businesses in Metro Vancouver, and it is only going to get worse as the region continues to grow. Between now and 2045, Metro Vancouver will welcome over a million new residents; our current infrastructure cannot accommodate this growth and we need to be looking at new and more innovative ways to manage congestion, for the sake of quality of life, our economy, and our environment.

Metro Vancouver residents are already paying mobility pricing in different ways, through the money we spend on transit fares, fuel tax, parking charges or taxi fares. The problem is, the current approach to mobility pricing is not helping to reduce traffic congestion. Previous approaches to road-use charging – where some bridges were tolled and not others – created an unfair burden on residents in certain areas of the region. With declining revenues from the fuel tax, and the removal of tolls, the region needs to find other sources of revenue to ensure there is adequate funding to build and maintain transportation infrastructure.

Mobility pricing, and road use charging more specifically, is already in place in major cities around the world, including London, Stockholm, Singapore and Milan. It is also being actively explored by cities across North America, such as Los Angeles.

### Mandate of the Mobility Pricing Independent Commission

The Commission is tasked with the following:

- An evaluation of the viability and acceptability of potential regional road use charging alternatives for Metro Vancouver and, based on this evaluation, recommendations on how the region should proceed with developing and implementing a more coordinated regional road use charging policy and system.
- The Commission is expected to undertake its work through a comprehensive and transparent process that includes research, analysis and extensive public and stakeholder education, dialogue and engagement.
- In undertaking its work, the Commission will ensure its recommendations support the following three regional objectives for mobility pricing: reduce congestion, promote fairness and support transportation investment.

The Commission's final report will be considered by the Mayors' Council and TransLink Board of Directors in determining next steps in the development of mobility pricing policies for the region, in partnership with the provincial government. Currently, the Mayors' Council's *10-Year Vision* – a region-wide plan for investments in transit, roads and active transportation infrastructure – targets implementation of a new mobility pricing system starting in 2021.

## Authority and Reporting

The Commission's authority is provided by the TransLink Board of Directors and Mayors' Council on Regional Transportation, also known as the Sponsoring Authorities.

While the Commission will have a wide latitude in its ability to make recommendations, it will take into account existing regional planning and policy objectives. Recommendations will be considered as advice to the Sponsoring Authorities, and are not binding.

The Commission will summarize its work and recommendations in a final report at the end of April 2018 to the Sponsoring Authorities. A summary of the Commission's findings, analysis and recommendations, plus appendices describing the detailed work, analysis and reports used to inform and guide the Independent Commission's work and recommendations will be included.

## PUBLIC AND STAKEHOLDER ENGAGEMENT

On October 25th, the Commission launched the *It's Time* campaign that focuses on initiating a region-wide conversation about how to reduce congestion in Metro Vancouver through new approaches to mobility pricing. The campaign will refer to 'decongestion charging' (or road use charging), which is one form of mobility pricing and a tool used in many cities around the world to combat congestion. The study will look at how it could work in Metro Vancouver.

The online public consultation process for phase 1 began on November 6<sup>th</sup> and will run until November 26<sup>th</sup>. The engagement process will focus on gathering information about congestion issues in the region, learning about successes and challenges in other cities, and hearing from local residents and businesses to ensure their views and priorities are reflected in the study.

In addition to the online public consultation process, interactive workshops with stakeholder participation from business, community, environment, social supports, and advocacy groups have been organized. Six stakeholder workshops occurred across the region from November 6<sup>th</sup> to 9<sup>th</sup>.

A phase 1 progress report will be released in the winter.

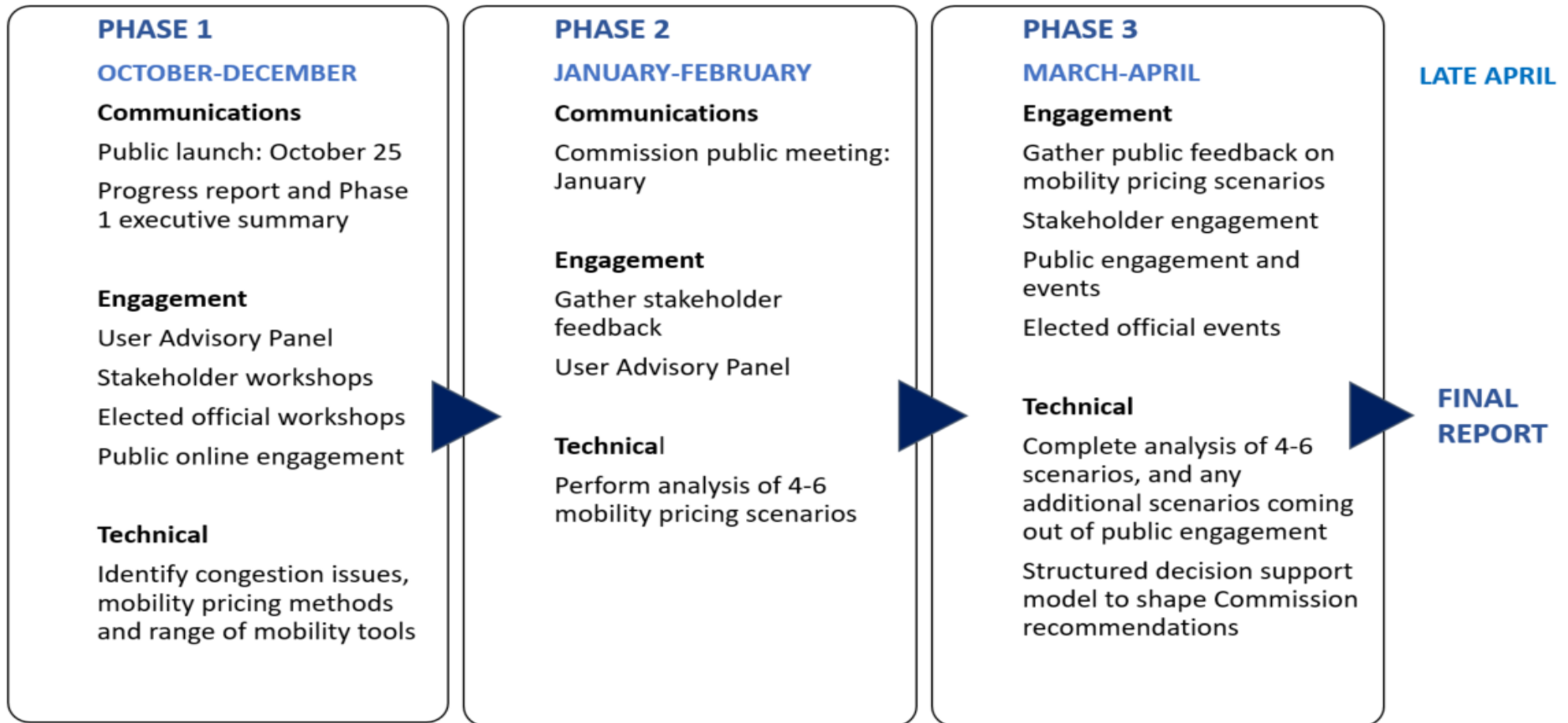
## ELECTED OFFICIAL ENGAGEMENT

The Commission will be engaging with elected officials at all levels of government to share information and obtain their insights as representatives of their communities, while at the same time engaging senior administrative officials and policy experts within the various governments to garner feedback of the Independent Commission's research and analysis objectives.

In addition to the Commission’s outreach to the provincial government, engagement is occurring with the Metro Vancouver Mayors and Councils as representatives of their communities, provincial and federal elected officials by party caucus, and with the Union of BC Indian Chiefs.

For municipal elected officials, the Commission has organized two workshops on November 15<sup>th</sup> and 17<sup>th</sup> to provide a background on the project and solicit feedback and input.

## TIMELINE



## PRELIMINARY RESEARCH

The Commission staff secretariat, with the support of its technical consultants, presented its first research report to the Commission. This report is intended to inform the public engagement program and give the Commission and members of the public a basis for understanding the current state of traffic and transportation in Metro Vancouver, and the factors that are influencing congestion now and into the future. The report also highlights some of the considerations the Commission might address in the research and dialogue that will take place over the coming months.

You can find the full report [here](#)

## ABOUT THE COMMISSION

The Chair of the Commission is Allan 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.

The Vice-Chair of the Commission is Joy MacPhail. Ms. MacPhail 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 BC NDP opposition in the Legislature for four years.

Following an open search conducted by a professional recruiting firm, 12 Commissioners have been appointed from across the region, with backgrounds in business, education, social service, labour and industry. They are:

- Iain Black, CEO of the Greater Vancouver Board of Trade, *Coquitlam*
- Gavin McGarrigle, co-founder of the Better Transit and Transportation Coalition and B.C. Area Director for Unifor, Canada's largest private sector union, *Surrey*
- Jennifer Clarke, JPC Strategies, *Vancouver*
- Michael McKnight, CEO of the United Way of the Lower Mainland, *North Vancouver*
- Harj Dhaliwal, Chair of the South Fraser District Association and Associate Dean of Marketing Management at British Columbia Institute of Technology, *Surrey*
- Elizabeth Model, CEO of the Downtown Surrey Business Improvement Association and Board Member of Better Transit and Transportation Coalition, *Burnaby*
- Paul R. Landry, Board member of the Vancouver Fraser Port Authority; PRL Consulting, *Langley*
- Bruce Rozenhart, Counterpoint Communications; BC Chamber of Commerce, *Richmond*
- Graham McCargar, President of MC Freight Systems, *Maple Ridge*
- Philip (Pip) Steele, Vice-Chair of the Delta Police Board, *Delta*

- Lori MacDonald, Executive Director of the Emily Carr Students' Union and a candidate for a Masters of Urban Studies in regional mobility, *Vancouver*
- Grace Wong, Senior Adviser International to the Provost and Vice President-Academic at the University of British Columbia and Chair of the S.U.C.C.E.S.S. Board of Directors, *Vancouver*

The Commission is being supported by a staff secretariat led by internationally-recognized mobility pricing expert Daniel Firth (Executive Director), who has conducted similar work in Stockholm and London. He is being supported by a small expert staff team of four people, plus consultant teams in communications, engagement and technical analysis.

## **CONTACT**

For more information about the Commission or the *It's Time* project, and plans for engagement with local elected officials in the Metro Vancouver region, please contact:

Daniel Firth  
604-218-6154  
[Daniel.firth@mobilitypricing.ca](mailto:Daniel.firth@mobilitypricing.ca)

Anna Lilly  
604-505-9048  
[Anna.lilly@fleishman.ca](mailto:Anna.lilly@fleishman.ca)