

THE CONGESTION RELIEF FUND

A smart way to support quality of life and economic growth in Canada's cities

The Mayors' Council is joining municipalities nation-wide through the Federation of Canadian Municipalities (FCM) in asking all federal parties to commit to creating a permanent, predictable, direct funding mechanism for modern public transit across Canada - a **Congestion Relief Fund**.

As the order of government closest to Canadians' daily realities, municipalities know what's needed on the ground to deliver cost-effective solutions that protect and improve quality of life in our communities. As we build better infrastructure, services and communities, we're building better lives for Canadians.

PROTECTING OUR HEALTH AND ENVIRONMENT

We know that investments in public transit make a big impact on the environment and reduce GHG emissions. We owe it to future generations to invest in sustainable transportation that will help protect our environment. Increasing transit use will help limit the number of cars on the roads and gives us the ability to maintain our current carbon footprint, even as the Metro Vancouver region grows by more than one million people over the next 20 years.

INVESTMENTS IN TRANSIT ARE INVESTMENTS IN SUSTAINABILITY

AIR QUALITY BENEFITS

- One B-Line bus operating at 80 per cent capacity (roughly 88 passengers) prevents the following amount of emissions from entering our atmosphere:
 - 69 SUVs worth of particulate matter
 - 70 SUVs worth of CO₂
 - 23-63 SUVs worth of nitrous oxides, which lead to the formation of smog
- The remaining projects in the 10-Year Vision include converting TransLink's bus fleet to electric vehicles to achieve our zero emissions targets, improve local air quality and reduce neighbourhood noise.

HEALTH & COMMUNITY BENEFITS

- Completing the 10-Year Vision could translate to nearly \$350 million in health benefits for Metro Vancouver – a direct result of improvements that permit people in the region to incorporate more active transportation into their daily lives.
- Improving access to public transit is one of the keys to keeping seniors active in our communities and better able to live independently.
- Transit encourages more compact development in communities, which conserves land and decreases the distances people need to travel to reach destinations.

LOW CARBON FLEET STRATEGY

In September 2018, the Mayors' Council and TransLink's Board deepened their commitment to emissions reductions by committing to align with British Columbia's and Canada's climate change targets through:

- **Reducing GHG emissions by 80%** or greater from 2007 levels by 2050
- Utilizing **100% renewable energy by 2050** in all TransLink operations
- Setting interim 2030 and 2040 GHG and renewable energy targets as milestones towards 2050 objectives

Our 2030 and 2040 interim targets will be unveiled in Fall 2019, but we cannot do it alone. The full electrification of TransLink's 1800-strong bus fleet is expected to require \$780 million in incremental funding. A permanent, reliable **Congestion Relief Fund** would bolster effective, long-term planning and investment required to meet our climate action goals.

SUPPORTIVE VOICES

"Transportation is one of the largest sources of GHG emissions in the country, so to have an effective national climate change plan, we need to modernize and upgrade our transportation networks in Canada's big cities."

IAN BRUCE, DIRECTOR, SCIENCE AND POLICY
- DAVID SUZUKI FOUNDATION



"From drivers to transit riders to the transportation industry to our environment and economy - everyone suffers from traffic congestion. We need sustained funding from all levels of government to reduce it."

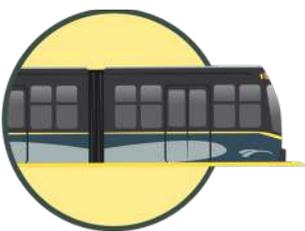
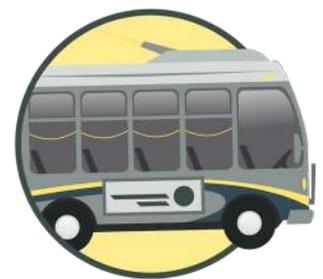
PETER LADNER, CHAIR - BETTER TRANSIT AND TRANSPORTATION COALITION



MORE PEOPLE ARE TAKING TRANSIT THAN EVER BEFORE

Transit ridership in Metro Vancouver has increased over 17 per cent since the beginning of 2016 – the fastest of any region in North America. This is helping to limit cars on the road and reduce our carbon footprint.

The Mayors' Council wants to continue with this progress. The 10-Year Vision includes 12 new B-Line bus routes. Evidence from the 95 SFU B-Line showed a growth of 3,800 daily boardings over a one-year period following its introduction in 2017. It is likely that many of these riders switched from another more polluting mode of transportation to the B-Line.



We need to accelerate completion of the 10-Year Vision now, so we can stay ahead of surging ridership growth and reach our emissions reduction goals.

CURECONGESTION.CA

