

# 1. CALL TO ORDER

Call to Order – 1:06 PM

# 2. TERRITORIAL ACKNOWLEDGMENT

We respectfully acknowledge that the SFSS is located on the traditional, unceded territories of the Coast Salish peoples, including the x<sup>w</sup>məθk<sup>w</sup>əyəm (Musqueam), Sk̓w̓x̓wú7mesh Úxwumixw (Squamish), Selílwitulh (Tsleil-Waututh), k<sup>w</sup>ik<sup>w</sup>əłəm (Kwkwetlem) and q̓icəy̓ (Katzie) Nations. Unceded means that these territories have never been handed over, sold, or given up by these nations, and we are currently situated on occupied territories.

# 3. ROLL CALL OF ATTENDANCE

## 3.1 Committee Composition

VP University Relations ( <i>Chair</i> ) .....	Shina Kaur
President .....	Giovanni HoSang
At-Large Representative .....	Rayhaan Khan
Board of Directors Representative .....	Osob Mohamed
Board of Directors Representative .....	Emerly Liu
Board of Directors Representative .....	Jennifer Chou
Student At Large .....	Simran Randhawa
Student At Large .....	Stephanie Chiakwelu
Student At Large .....	Phum Luckkid
Student At-Large .....	K M Sabah Khan
Student At Large .....	Sude Guvendik
Student At Large .....	Mohammed Daanyaal Sheikh

## 3.2 Society Staff

Campaign, Research, and Policy Coordinator .....	Sarah Edmunds
Administrative Assistant .....	Kristin Kokkov
Executive Assistant .....	Shaneika Blake

## 3.3 Guests

Student .....	Colin Fowler
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## 3.4 Regrets

Student At Large .....	Simran Randhawa
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## 3.5 Absent

Student At Large .....	Stephanie Chiakwelu
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# 4. RATIFICATION OF REGRETS

## 4.1 MOTION UAA 2020-01-13:01

Sabah/Emerly

*Be it resolved to ratify regrets from Simran Randhawa (academic).*

**CARRIED**

## 5. ADOPTION OF THE AGENDA

### 5.1 MOTION UAA 2020-01-13:02

**Osob/Phum**

*Be it resolved to adopt the agenda as amended.*

**CARRIED AS AMENDED**

#### 5.1.1. MOTION UAA 2020-01-13:02-01

**Shina/Phum**

*Be it resolved to add the following motion to the agenda: “Be it resolved to spend x amount for the Gondola Open House”.*

**CARRIED**

Note: the amount will be decided during the discussion.

## 6. MATTERS ARISING FROM THE MINUTES

### 6.1 MOTION UAA 2020-01-13:03

**Sabah/Osob**

*Be it resolved to receive and file the following minutes:*

- UAA 2019-11-25

**CARRIED**

## 7. NEW BUSINESS

### 7.1 MOTION

**Shina/ Osob**

*Be it resolved to spend up to \$500 from the line item 820/18 for the Gondola Open House.*

**CARRIED AS AMENDED**

Discussion:

- The Atrium is booked for 21–22 January 10:00 AM – 4:00 PM.
- The event will take place from 10:30 – 2:30 PM.
- Three route options will be put on big boards and there will be a poster for feedback – people can write their feedback on the poster.
  - Posters (3 posters and 1 feedback poster)
  - Fliers will be handed out (500 pcs)

*\*Rayhaan Khan came in at 1:14 PM\**

- There will be social media content.
- Snacks, refreshments, tea, coffee, juice, and water will be offered.
- It was proposed to do class visits, if the professors agree with that.

## 8. DISCUSSION ITEMS

### 8.1 Gondola Open House

- Already covered

### 8.2 Sexual Assault Awareness Month

- This event was postponed to January 29<sup>th</sup> and will take place at the Convocation Mall in collaboration with the Women's Centre.
  - The event will be funded by the Women's Centre.
  - It will be advertised with the posters in the Women's Centre

### 8.3 OER Campaign Video

- This is a students' campaign where students are interviewed as they are leaving from the book store:
  - They will be asked, how much they spend on text books, what is the most expensive textbook etc.
  - The video will be about 2 minutes long.
  - The key message of the video is facilitating the awareness about what exactly the Open Education is
    - Some of the OER based courses will be listed as well.
  - It was proposed that also the people who work at the bookstore could be interviewed – the Bookstore manager for example.

### 8.4 Open Access Week

- The first week of March
- Many schools will highlight the thing that they do for Open Education
  - SFU's working group wants to do an event and they are interested in collaboration with SFSS.

### 8.5 Committee Meeting Time

- Committee meetings will take place biweekly on Mondays at 1:00 PM.

## 9. ATTACHMENTS

- Gondola Campaign Backgrounder.pdf

## 10. ADJOURNMENT

### 10.1 MOTION UAA 2020-01-13:04

**Sabah/Sude**

*Be it resolved to adjourn the meeting at 1:42 PM.*

**CARRIED**

# SFSS GONDOLA CAMPAIGN BACKGROUND

## History and Timeline

### **2009 – SFU Community Trust proposes Burnaby Mountain Gondola Transit Project**

- Gondola feasibility study released by SFU Community Trust (UniverCity) – a comprehensive study that examined the feasibility of a gondola, including design options and 5 route options

### **2011 – TransLink business case and alternatives assessment**

- Pre-consultations and consultations with community members, including Forest Grove residents
- Phase One and Two Consultation Summary Reports released that found a great deal of community opposition, with the primary concerns being impacts on residents and impacts on the environment, conservation area and nature and wildlife
- The business case report and alternative assessments (including 4 route options) for the Burnaby Mountain Gondola Project (BMGT) are released, providing a comprehensive review of alignments and technologies

### **2013 – TransLink Regional Transportation Strategy**

- TransLink’s plan to guide transit development until 2045
- Investment priorities are: Expo Line upgrades, Surrey, Broadway-UBC corridor & Burnaby Mountain/SFU

### **2014 – TransLink Ten-Year Vision**

- The gondola is not a part of the Vision, and capital funding is not allocated, yet the Mayors’ Council on Regional Transportation noted the growing transit demand on Burnaby Mountain

### **2016 – TransLink Ten-Year Vision: Phase One**

- The report mentions that one goal is to “Update 2011 assessment of high-capacity transit connection between SkyTrain and [SFU] Burnaby Mountain campus”

### **2018 – Ten-Year Vision: Phase Two & Updated TransLink Feasibility Study**

- Phase Two investments include funding the planning, with partners, to support “A potential gondola from the Millennium Line to SFU Burnaby Campus”
- The updated feasibility study was based on the earlier alternatives assessment, and proposed 2 routes for BMGT, recommending a straight line from Production Way/University

### **2019 – Transport 2050 consultation & Burnaby City/Mayors’ Council approves the BMGT in principle**

- Responses to TransLink’s Transport 2050 survey indicated that a gondola to SFU was the second most popular idea proposed by Metro Vancouverites
- Full approval from Burnaby City Council and the Mayors’ Council is contingent on the exploration of three different route options, addressing potential impacts of the project on area residents, and obtaining senior government funding, by TransLink

## SFU Students are Dependent on Public Transit

TransLink, the transit authority and operator in Metro Vancouver, provides a discounted transit pass for students across the region, which currently enrolled students generally cannot opt out of. Nearly 95 percent of SFU undergraduate students consider reliable TransLink services important or very important. This figure is unsurprising, as 88 percent of SFU students regularly commute to school on public transit, compared to the national average of 57 percent. Furthermore, SFU students have an average transit commute time of 95 minutes roundtrip, compared to the national average of just 50 minutes. In order to address safety, environmental, and future growth concerns, a gondola is an ideal solution to the current issues faced by the buses that bring students, staff and community members up and down the mountain each day.

## Benefits of the Project

### Improved Commuter Safety

The BMGT project proposal offers a more efficient, reliable, and safe transportation alternative for students in the event of heavy snowfall, earthquake, fire, or hazardous event from the Burnaby Mountain tank farm, located adjacent to SFU. If any of these events cause a road closure, it would be impossible for traffic, including emergency personnel, to enter or exit Burnaby Mountain. Future student safety and well-being are a significant concern as the pressure on the existing transportation system over the next decade will increase with the growing SFU student population as well as the expected growth of the UniverCity residential community on Burnaby Mountain. According to the 2019 SFSS Advocacy Survey results, roughly 62% of students identified Trans Mountain tank farm safety issues as very important or important.

### A More Sustainable Form of Transportation

Sustainable transportation, which includes public transit, active transportation such as walking or biking, and even carpooling, has been shown to have many benefits, including contributing less to pollution, reducing traffic congestion and accidents, improving health, and reducing stress. The current fleet of diesel buses emit 1,700 tonnes of greenhouse gases (GHGs) every year. Implementation of the gondola is projected to reduce greenhouse gas emissions by an estimated minimum of 2,348 tonnes annually, due to decreased vehicular traffic traveling up Burnaby Mountain. Transit-oriented development is a key driving force of both sustainable mobility and sustainable urbanization. Funding a more sustainable form of public transit would allow for not only more sustainable transit development, but more sustainable land use and urban development planning for Burnaby Mountain.

### A Reliable, Frequent and Fast Way Up the Mountain

SFU Burnaby Campus is host to the majority of all SFU undergraduate students. Transit service to Burnaby Mountain has become significant problem. Currently, 25,000 people commute by bus to and from Burnaby Mountain every day, with demand expected to grow by 60 percent over next twenty years. Many people wait over twenty minutes before boarding due to regular pass-ups, despite service occurring as often as every two minutes at peak times. Commuters taking buses at peak hours report that up to four full buses may pass them before they can board. The UniverCity population has increased from 3,000 residents in 2011 to 5,000 in 2017, which is projected to grow over 8,000 by 2020. Increased

demand on an already strained system has led TransLink to conclude that bus service will not meet this growing demand in the future. A gondola could reduce travel time to as little as 6 minutes from the nearest SkyTrain station, leave at least every 1 minute, and carry up to 3,000 people per hour, without having to compete with rush hour traffic, construction or other roadway problems. This replacement would free up buses for use on other routes, reduce waiting times for riders and encourage greater use of public transit.

## SFSS Work to Date

The SFSS VP External has written eight letters of support for the BMGT project to Burnaby city councilors, MLAs, and MPs. The SFSS President and VP University Relations attended the Burnaby City Council meeting on May 27, 2019 to provide student representation. The SFSS President also had an interview with CTV to show support for the BMGT project that same day. An SFSS University and Academic Affairs Committee representative attended the Mayor's Council on Regional Transportation for Metro Vancouver meeting on July 25, 2019.

## Current Status

Phase Two Investment Plan, a document prepared by TransLink, allocated funds to the planning, with partners, to support "a potential gondola from the Millennium Line to SFU Burnaby Campus" in June 2018. The BMGT project was approved in principle by the Burnaby City Council on May 27, 2019. The Mayor's Council on Regional Transportation also approved the project in principle at a meeting on July 25, 2019. Neither council endorsed a particular alignment option; however, now there are three potential route options that TransLink must consider as per the Burnaby City Council conditional approval. TransLink is currently most supportive of Options #1 and #2 (see [Options](#)). Funding commitments for construction of the gondola have not yet been made.

## What Students Can Do

The Burnaby Mountain Gondola Transit project feasibility study and project planning and development are majority funded; however, there is no committed funding for construction of this project yet. Beginning in spring 2020, TransLink will begin Phase Two of their Transport 2050 plan, which will ask the public to help them consider trade-offs between different transportation packages for the future, before a draft of the plan is released. Currently, there is an opportunity to sign a [House of Commons petition](#) introduced by former B.C. MP John Aldag to call upon the Government of Canada to provide permanent funds of \$3 billion in 2019 dollars for public transit, and commit \$375 million from this fund to Metro Vancouver as requested by the Mayors' Council for a Transit Congestion Relief Fund. This funding could be used to cover the cost of the BMGT project, among other projects. Stay tuned for more information on public consultations and how you can share your voice with TransLink and different levels of government in Canada.

## Options

### Option #1 – Production Way/University Straight Line

The 2018 feasibility study selected a 2.7 km straight-line route as the preferred alternative that would replace the existing 145 bus route that serves over half of the people who take transit to Burnaby Mountain (**Figure 1**). The proposed system would carry up to 3,000 people per hour with gaps of less than one minute between cars, making travel time to SFU campus just 6 minutes. As Production Way/University station is on both the Expo and Millennium lines, it would serve the greatest amount of people in the most efficient way. TransLink estimates the cost of this route option to be \$197 million in 2020 dollars, including the acquisition of aerial property rights. Despite this being the fastest and least expensive route option that also avoids passing over the tank farm, the gondola would pass directly over homes in the Forest Grove neighbourhood just south of Burnaby Mountain. In their decision to approve the gondola in principle, some Burnaby city councillors pointed to the need for compensation for the affected residents if this preferred route is selected. This route option is preferred by both TransLink and SFU.



**Figure 1:** Preferred gondola route from Production Way-University SkyTrain station to SFU

## Option #2: Production Way/University Curved

Also proposed in the 2018 feasibility study, another Production Way/University station alignment would create a detour that takes the gondola to the southeast corner of Burnaby Mountain, before making a 90-degree turn that will take it to SFU campus (**Figure 2**). This 3.4 km route would thus require an additional mid-station building, but it will not pass directly over any homes. However, this option would be both longer and more expensive than Option #1, requiring passengers to walk roughly 200 metres from Production Way/University station to the proposed gondola terminal, taking around 10 minutes to reach SFU, and costing \$255 million in 2020 dollars in construction and operating costs. Additionally, although this route would not pass directly over any homes, it would pass closer to a greater number of homes than the straight route option, and ridership will be lower than Option #1. The mid-station building and tower would be built in the Burnaby Mountain Conservation Area. This route option also passes the furthest away from the tank farm, even with the 13 tank expansion.



**Figure 2:** Gondola route from Production Way-University SkyTrain station to SFU with midway station



### Option #3 – Lake City Way

The third route option was identified in the 2009 SFU Community Trust study, and would start at Lake City Way Station and would pass over Burnaby Mountain Golf Course, west of the tank farm, thus avoiding passing over or near many homes (**Figure 3**). Similar to Option #2, a near 90-degree turn is also needed, adding to the length of the route — 59% longer than Option #1 and 19% longer Option #2. This alignment also would have a higher travel time than Option #1, reducing the system’s ridership potential. Construction and operating costs would be the highest of any of the route options due to the added length and turn requirements. This option will be explored with and without a new Expo line connection to Lake City Way. The Expo line connection would improve ridership but increase costs even further. Although this route will be longer than Option #2, it eliminates the need to walk from the station to the gondola terminal, so total travel time will be roughly the same.



**Figure 3:** Gondola route from Lake City Way SkyTrain station to SFU with midway station

# FAQS

For University and Academic Affairs Committee members

## 1. When will the gondola be built?

We don't have a timeline yet for the gondola construction as TransLink is still in the early planning stages. TransLink is now seeking senior government funding to continue the planning process. They have outlined a nine-point plan leading to a decision on whether or not to build a gondola. Their proposed steps are:

1. Seek more certainty around funding options.
2. Form a project team.
3. Confirm the project definition.
4. Conduct environmental and community impact assessments, including substantial stakeholder engagement with local residents.
5. Refine the project design to mitigate any impacts.
6. Update the analysis of procurement options.
7. Finalize the business case.
8. Incorporate the project into a future TransLink Investment Plan (which could include other projects around the region) with region-wide public engagement. Under their legislation, this is the process by which TransLink obtains approval for major expenditures.
9. Deliver the project, if confirmed by the preceding tasks.

TransLink is prepared to advance consideration and review of both Options 1 and 2 at this time. After public consultations in step 4, TransLink and the City of Burnaby would need to agree on a single option to advance through the rest of the steps in the work program.

## 2. Is the project already funded?

Planning and project development has the necessary funding to continue through the Phase Two Investment Plan, a 10-year investment plan prepared by TransLink that they are required to produce by law. If project development work enabled by the Phase Two Investment Plan continues to be supportive of advancing the Burnaby Mountain gondola, and additional funding is secured, then construction of a gondola could be approved through a future investment plan. Simply put, planning and development is mostly funded (or funded into the foreseeable future) but construction funding has not been approved or allocated yet.

### 3. Who pays for the Gondola?

TransLink is currently exploring funding options. No partner contributions have been confirmed. However, SFU has identified strong support for the project, including potential financial contributions and the City of Burnaby has indicated support in principle. TransLink is seeking funding from senior levels of government, as would be required per the integrated bilateral agreement between Infrastructure Canada and the Province of British Columbia. This would not be gained at the expense of other priorities in the Mayors' Council 10-Year Vision. There is the potential that this project could be a candidate for federal green infrastructure funding, but this is not yet confirmed.

### 4. Why has the project taken so long?

Although extensive consultation with stakeholders was undertaken in 2011 by TransLink, funding for project development, planning and construction was not allocated in their Phase One Investment Plan, a 10-year investment plan prepared by TransLink that they are required to produce by law. It was not until June 2018 that this funding was contributed, and the feasibility study was produced in October of that year, that movement on the part of TransLink resumed.

### 5. Can I use my U-Pass on the Gondola?

TransLink will be the operator of the gondola, thus making it likely to be Compass Card/U-Pass-compatible.

### 6. Will the Gondola go over the tank farm?

None of the route options would pass over the tank farm, with or without the 13 tank expansion. However, Option #1 will pass closer to the east side of the farm, and Option #3 to the west, while Option #2 does not pass close to the tank farm at all.

### 7. Will it be better than the current buses?

If by better, you mean: faster, more frequent and thus higher capacity and less overcrowding? Then yes. More than 50,000 bus hours would be eliminated annually, and greenhouse gas emissions could be reduced by 7,000 tonnes per year. Option #1, the shortest route, will be the fastest and thus most frequent route, less likely to have overcrowding than the other proposed options. The safest route in terms of tank farm safety would be Option #2. The least impactful to the environment and neighbourhood privacy would be Option #3.

### 8. What do I say to Forest Grove residents?

We can assure Forest Grove residents (residents of the neighbourhood that would be most directly impacted by the BMGT project, particularly if Option #1 is selected) that TransLink will be undertaking extensive consultation with potentially impacted residents before any decisions on alignment options are made. We are simply presenting all proposed alignment options without favouring any one

selection. TransLink has not yet received the funding for construction of this project. We value their concerns and feedback and understand how this project will impact them.

## 9. What opposition has the project faced, if any?

Most of the opposition for this project has come from residents of the Forest Grove neighbourhood, dating back to 2011 when consultation with TransLink first began. This community's main concerns were: impacts on residents (e.g. privacy, safety, loss of enjoyment of life from the noise), impacts on conservation areas/the natural environment, and impacts on property values. Future consultation will reveal if there are any new concerns, and if priorities remain unchanged.

## 10. Who has approved the project?

Burnaby City Council and the Mayors' Council on Regional Transportation (Metro Vancouver) have approved the project in principle. Both councils have outlined certain core principles that their approval is contingent on. Provincial and federal levels of government have indicated they are supportive, but have not officially endorsed or approved the project.

## 11. What can I do to support the project?

Students can expect to be kept up-to-date on opportunities to get involved with the project. Beginning in spring 2020, TransLink will begin Phase Two of their Transport 2050, which will ask the public to help them consider trade-offs between different transportation packages for the future, before a draft of the plan is released. Currently, there is an opportunity to sign a House of Commons petition introduced by former B.C. MP John Aldag to call upon the Government of Canada to provide permanent funds of \$3 billion in 2019 dollars for public transit, and commit \$375 million from this fund to Metro Vancouver as requested by the Mayors' Council for a Transit Congestion Relief Fund.