



Transport 2050: 10-Year Priorities for TransLink

What's next for transportation in Metro Vancouver

Highlights

Transport 2050 – the region’s new 30-year transportation strategy – provides a bold vision of Access for Everyone, where every person in Metro Vancouver can easily connect to the opportunities they need to thrive. Where we all have real choices, that we can count on, that we can afford, and that we can safely enjoy for generations to come.

To realize this bold vision and to make real progress on the pressing challenges of our time – the climate emergency, an affordability crisis, increasingly crippling traffic congestion, advancing reconciliation, and addressing social equity concerns – requires immediate action on a scale unprecedented in our region’s history. It will require a new approach to how we fund, build and operate the regional transportation system, requiring all governments – local, regional, provincial and federal – to work together in innovative ways to achieve this vision.

We have heard from senior governments and our residents of the need for solutions NOW to the problems facing our region. To respond to this call for urgency, our 10-Year Priorities are a departure from past plans because of its “bus-first” approach to rapidly expand transit service across the region. Below is a summary of what we’re going to focus on delivering over the first decade to keep every corner of Metro Vancouver moving:

TRANSIT STOPS & STATIONS

- Improve **comfort and safety** with new weather protection, seating, lighting and escalators.

BUS SERVICE

- **130% increase in bus service** across the region.
- **11 new RapidBus lines** providing fast, frequent, limited stop service.
- **7 new Express bus lines** providing service competitive with cars for longer distances.
- **Service new areas** including parks.
- **60% more HandyDART available trips** provided 24/7.

RAPID TRANSIT

- **More SkyTrain service** including 10% more on Expo & Millennium Line and 65% more on Canada Line.
- **Up to 9 new Bus Rapid Transit (BRT) routes** serving all parts of the region.
- **North Shore** rapid transit connection.
- **Burnaby Mountain** Gondola to SFU.
- **UBC extension** of Millennium Line SkyTrain.
- **Explore potential rapid transit extensions** for King George Boulevard in Surrey and to downtown Port Coquitlam.

STREETS

- **Complete 66% of the missing sidewalks** in areas near transit.
- **Complete 75% of 2050 Major Bikeway Network:** 450 km of new traffic-separated cycling paths.
- **Support people-first streets** with funding to help re-design streets for safer speeds.
- Maintain and upgrade the 2,500 lane kilometres of **Major Road Network**.
- **Goods movement** investments to help make the sector cleaner and more efficient.

TECHNOLOGY

- Invest in **cleaner and safer** transit vehicles.
- Invest in **digital platforms** to improve customer experience and help better manage the transport system.

RESILIENCY

- Make our transportation system more **resilient to seismic risks and climate change**.

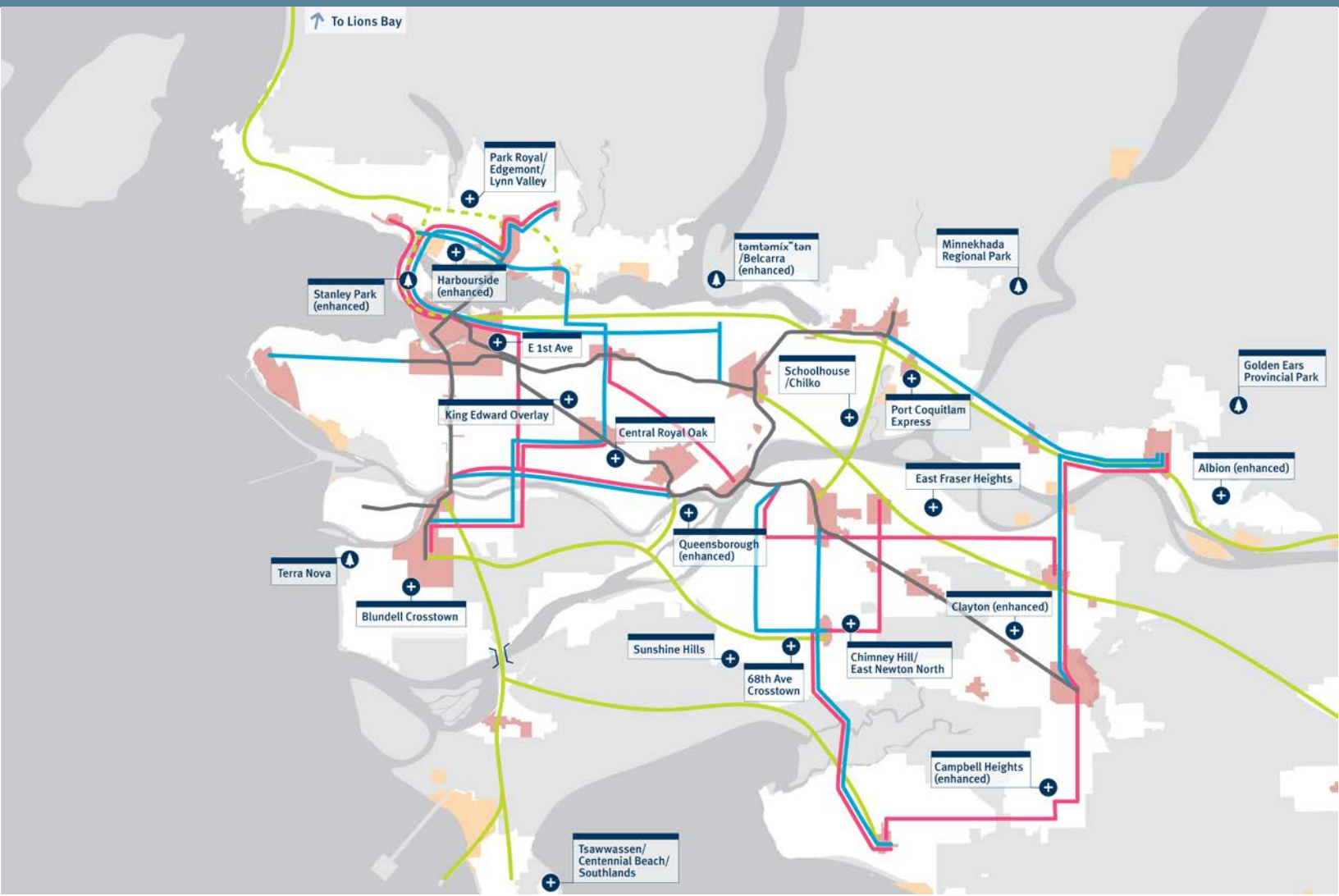
RECONCILIATION

- Collaborate with Indigenous Nations to advance their transportation priorities, including **transit service to reserves**.

SOCIAL EQUITY

- Invest in ways that reduce any barriers experienced by disadvantaged groups and individuals and help to **build a more just, equitable, and inclusive transportation system**.

Transport 2050: 10-Year Priorities (Transit)



Legend

Major Transit Network		New or Enhanced Service Areas ³	
	Existing / Committed ¹		New or Enhanced Service Area
	10-Year Priority		New or Enhanced Service to Natural Area
Express: Regional and Interregional			First Nation Reserves and Tsawwassen Treaty Lands ⁴
	Existing / 10-Year Priority ²	Other	
	10-Year Priority		Urban Centres and Frequent Transit Development Areas
			Urban Areas (within the Urban Containment Boundary)
			Non-Urban Land
			New Highway 99 Tunnel (Provincial Project)

Map reflects Metro 2050 geographies as of 2021. Additional FTDA's may be designated over time. Not shown on this map but included in the 10-Year Priorities is significant investment in local bus and HandyDART service throughout the network. All route alignments, including termini, are shown for illustrative purposes only and are subject to refinement through future studies.

(1) Includes service increases to SeaBus and Expo, Millennium, and Canada Lines.
 (2) Potential Sea to Sky termini to be determined, including further work with inter-regional and provincial partners.
 (3) The new or enhanced service areas shown here are illustrative and subject to change based on further consultation.
 (4) The design and implementation of transportation service to First Nations Reserves and Tsawwassen Treaty Lands will be determined through a separate planning process and with engagement with First Nations.

What is Bus Rapid Transit?

Bus Rapid Transit, or BRT, is rapid transit that provides fast, frequent and high-capacity service. BRT is economical to deploy — potentially 10 times less expensive per kilometre than rail rapid transit — because it can be implemented at street level optimizing existing infrastructure. Another key advantage of BRT is that it can be rapidly planned, constructed and deployed, likely in less than 5 years, compared to a decade or more for SkyTrain. With up to nine BRT corridors included in the 10-Year Priorities, people will see an immediate benefit with new fast, frequent, and reliable rapid transit options serving much more of the region much sooner.

Three features define BRT:

- Dedicated lanes and transit signal priority.
- Modern stations, real-time information, pre-payment, and level boarding.
- Specialized zero-emission, spacious and comfortable vehicles.

The nine BRT priority corridors identified in the 10-Year Priorities can only be implemented quickly if championed by local communities and government partners. This includes advance commitments from the relevant road authorities for dedicated bus lanes, other transit priority measures, and other supporting infrastructure.

TransLink will work closely with local governments and support and engage local communities and Indigenous Nations on future BRT planning decisions.



How Will We Implement These 10-Year Priorities?

These 10-Year Priorities represent a bold, ambitious implementation blueprint that will require a new approach to how we fund, build, and operate the regional transportation system. Only a new approach, with all governments working together in innovative ways will allow us to achieve the objectives described in Transport 2050.

Timing

While the 10-Year Priorities sets out aspirations, Investment Plans are where the region commits to specific investments and outlines how they will be paid for. We are targeting for the first of a series of Investment Plans by 2025 that would deliver the improvements in the 10-Year Priorities.

Delivering on this 10-year timeline will not be easy and will require all involved – including federal, provincial, and local governments – to work urgently, and be open to new ways of funding and delivering public services, but given the degree of public support and consensus for taking action on the key issues facing our region, we think the timeline is achievable and practical.

Funding

Realizing the promise of the 10-Year Priorities will require bold moves: over \$20 billion in new capital investments and an approximate 50% increase in annual operating costs when fully implemented.

It will also require a change in how we currently fund regional transportation – with continuing partnership and substantially expanded funding from the federal and provincial governments and funding contributions from major project partners. It will also require new regional revenue tools that balance our reliance on transit fares and property tax, and replace our longer-term declining fuel tax revenue in ways that don't negatively impact household affordability and are aligned with peoples' ability to pay. Contributions to the *10-Year Priorities* and investment plans by all levels of government will need to remain affordable within the priorities and fiscal frameworks of all jurisdictions involved.

Preliminary Cost Estimates for 10-Year Priorities Program Areas

(all costs approximate and in 2022\$)

MAJOR PROGRAM AREAS	CAPITAL	OPERATING (annual)*
Transit & Shared Mobility		
Transit Passenger Facilities and Customer Experience	~\$1B	~\$20M
Bus, RapidBus, Bus Priority Infrastructure, SkyTrain, SeaBus, West Coast Express, HandyDART	~\$9B	~\$880M
Reliable & Fast Transit Network Expansion (up to 11 new rapid transit corridors; up to 8 new express transit corridors; additional major planning studies)	~\$7B	~\$200–250M
Streets		
Funding for major roads & bridges, more efficient and cleaner goods movement, and safer streets	~\$1.5B	~\$60M
Funding for expanded walkway and bikeway networks	~\$1.5B	~\$10M
Infrastructure and Asset Resilience		
State of good repair backlog; climate and seismic upgrades	~\$1B	N/A
Technology		
Digitalization, electric, connected and automated mobility	~\$0.5B	~\$20M
TOTAL	~\$20B+	~\$1.2B

Note: Costs are subject to further refinement through the investment planning process and associated business casing.

*Does not include any financing costs.

