



**MAYORS'
COUNCIL**

On Regional Transportation



October 2015 Mayors' Council Meeting
Element Vancouver Metrotown

Agenda Item #3

Closing the Funding and Accountability Gaps

Update and next steps

Background

Scope of work and timeline

- Both Mayors' Council and Metro Vancouver Board provided direction to staff to look at TransLink's funding and governance.
- This research will inform discussions with the province and TransLink Board to address the funding and accountability gaps that have been identified.
- A lot of work has been done on both issues over the years, so no new research or consultation is required – we need to make a decision on our preferred solutions and then push for it.
- **The end of the year identified as our deadline to see progress.**

Closing the Funding Gap

Overview

- **Our challenge:** until residents have greater trust in the governance of TransLink, building support for allocating new revenues to the Mayors' Plan will be difficult
- **However:** meaningful governance reform without securing new funding will leave the Mayors' Council in a potentially more challenging position – an agency without new resources.
- **Need to advance both concurrently, with a focus on funding.**

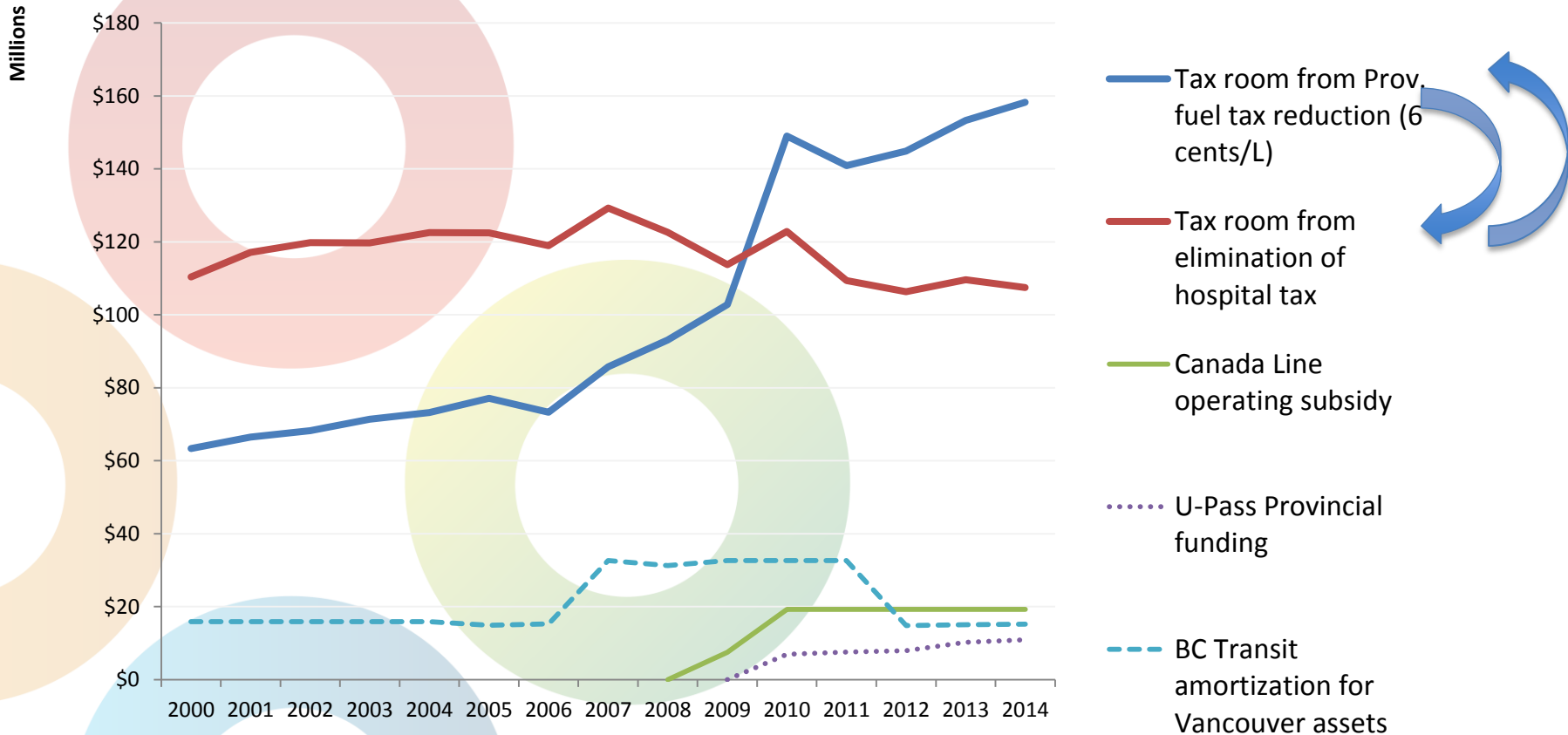
Closing the Funding Gap

How do we finance our transportation system?

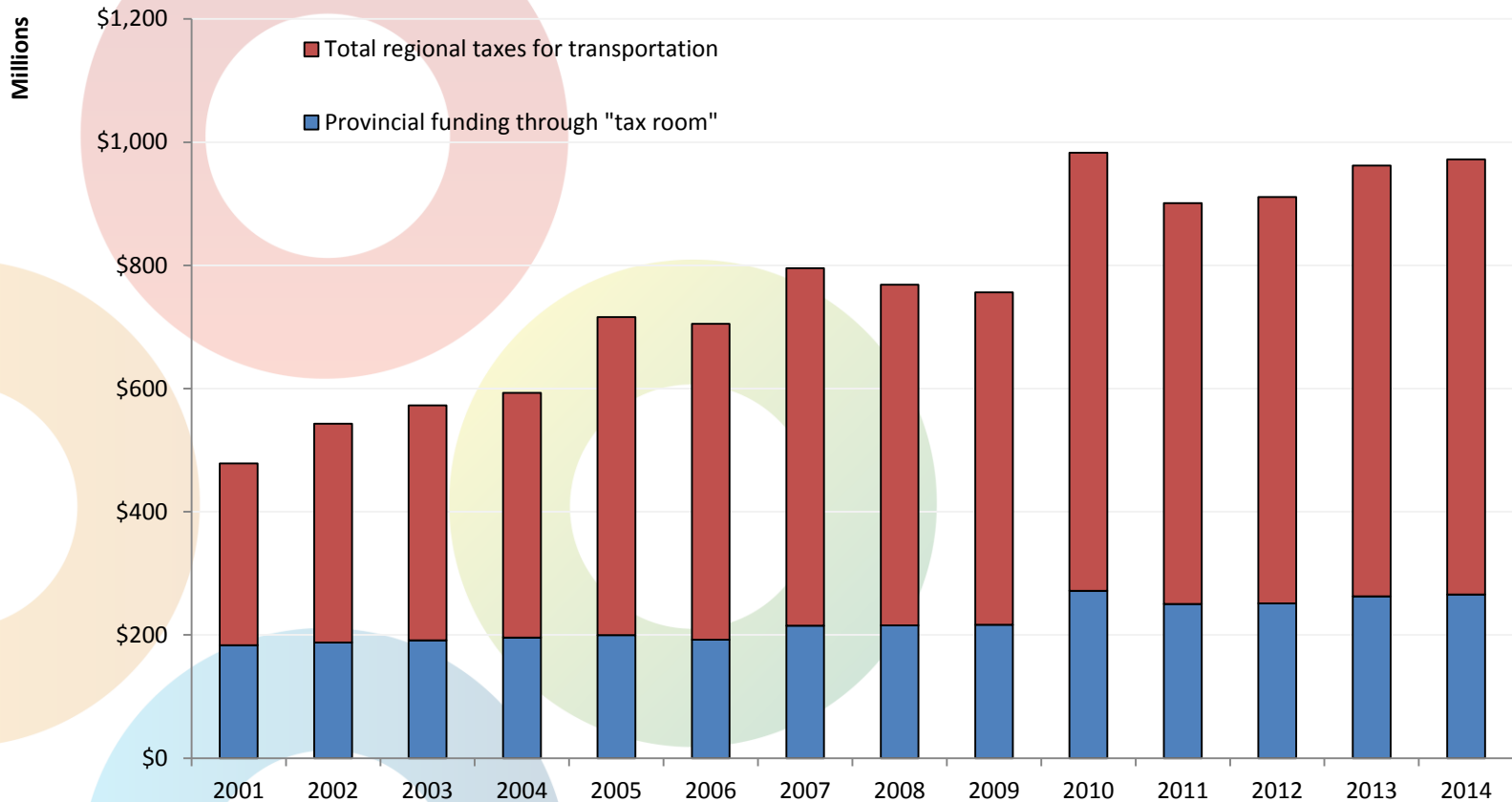
Key questions under study:

- **Total local tax load:** how do residents support transit through all taxes and fees paid (not just property tax)?
- **Trends over time:** how have our funding sources and levels changed over time?
- **Comparisons to other regions:** how do we stack up to other regions in BC and across Canada when it comes to transit funding.
- **The cost of alternatives:** how do the costs of transit compare to road building to deliver the capacity we need?
- **Provincial taxation regime:** how has the tax room provided through the hospital tax affected provincial health investments here; how is provincial education tax allocated?

Provincial Contributions to TransLink

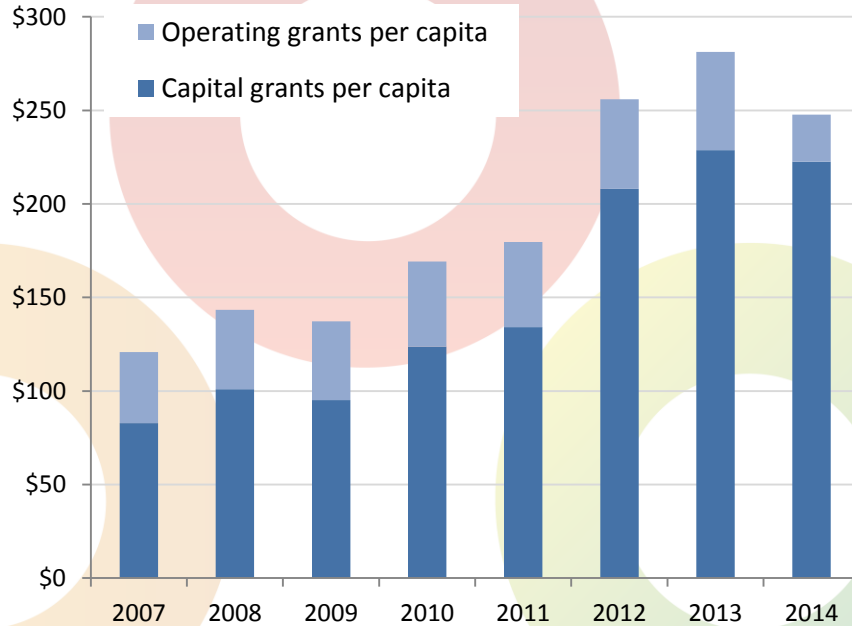


Prov. vs. Local Investments in TransLink

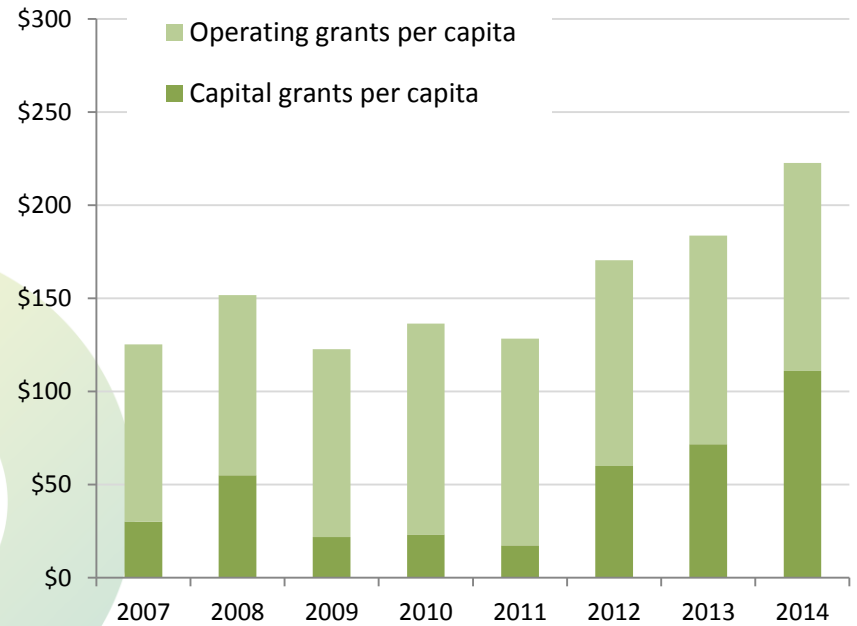


Prov. Transit Subsidies: MV vs. GTA

Ontario Grants to GTHA

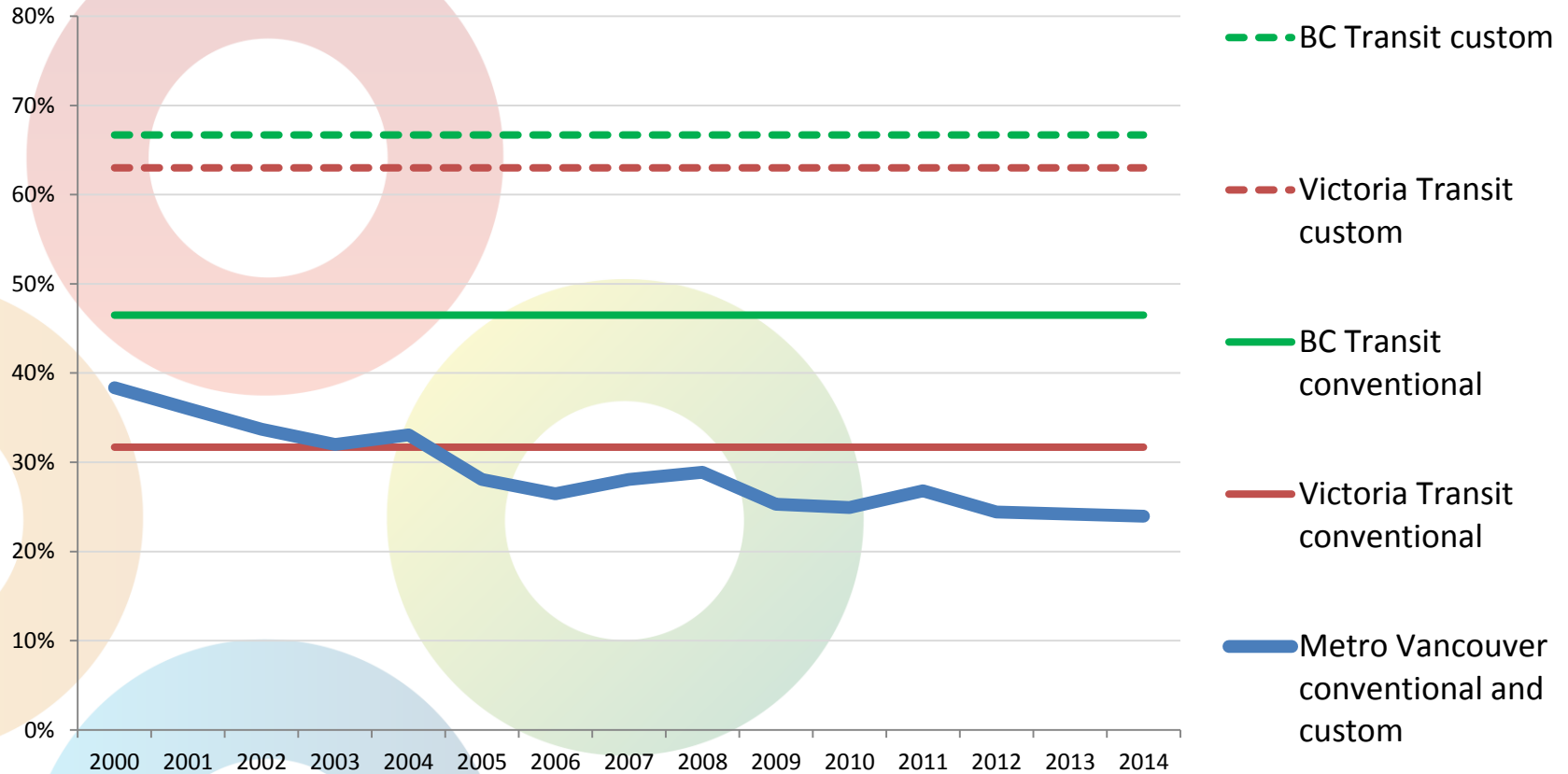


BC Grants to Metro Vancouver



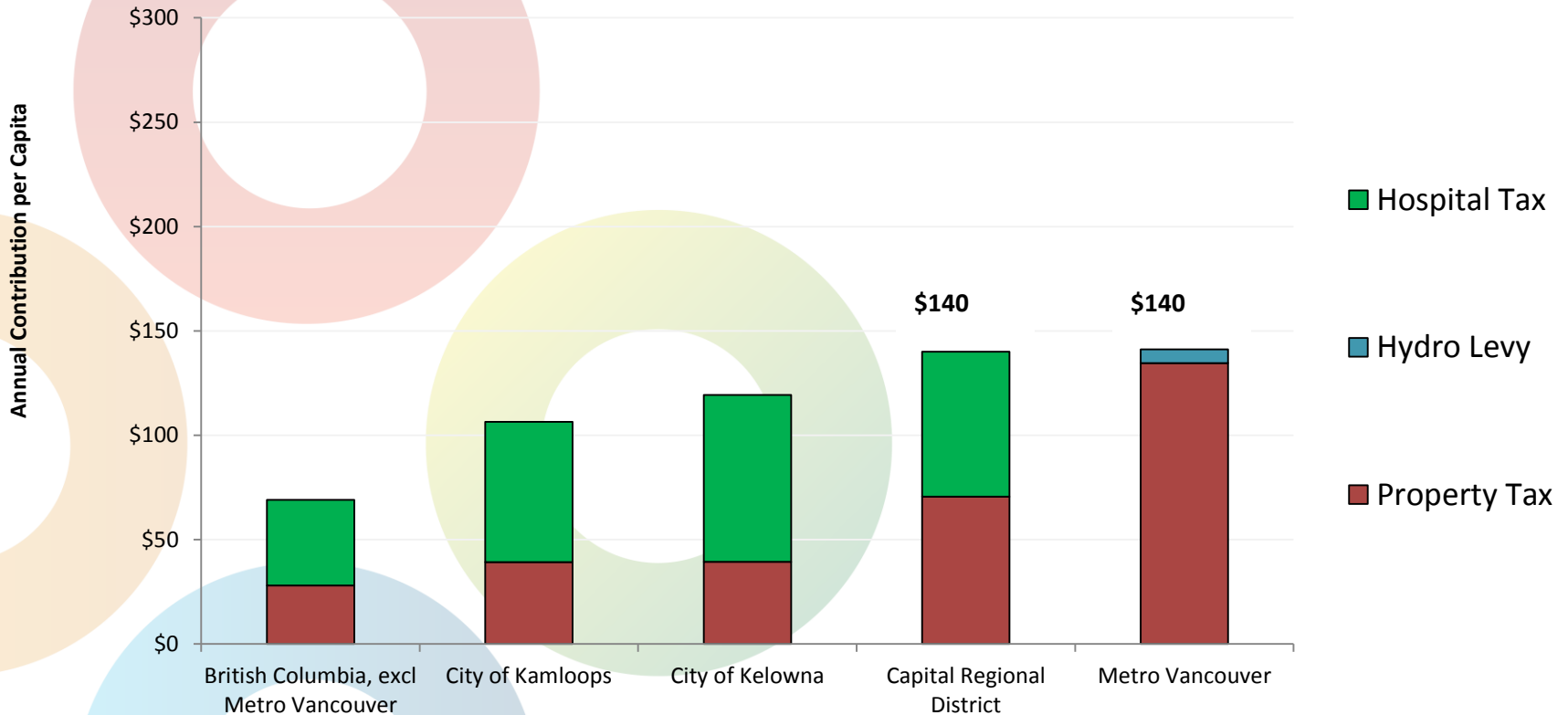
- For Greater Montréal, Government of Québec **subsidizes 100% of rail transit** projects (Transports Québec)
- Government of **BC has promised 33%** for rapid transit projects
- Historical BC Provincial capital contribution: Expo Line (100%), Millennium Line (100%), Canada Line (**20%**), Evergreen Line (**42%**)

Prov. Transit Subsidies: BC



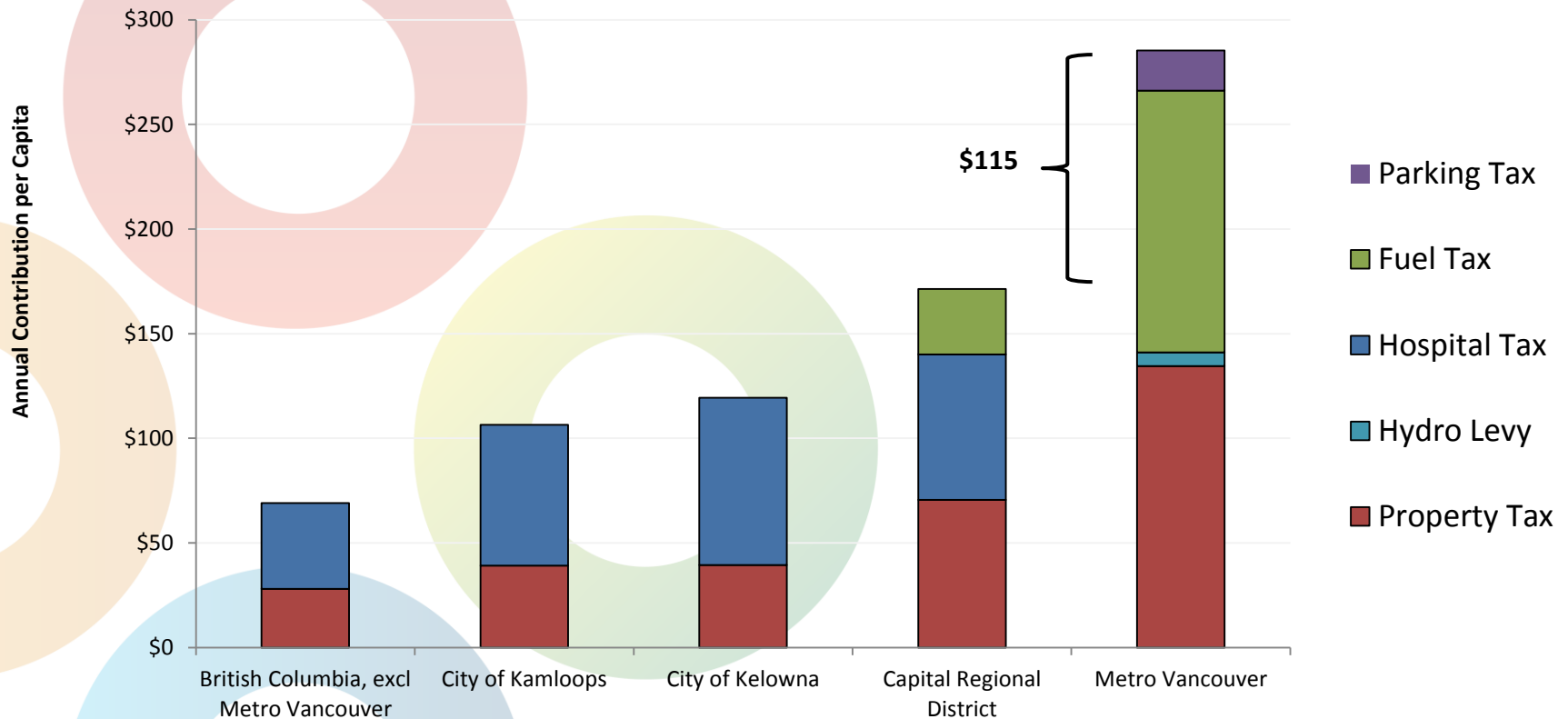
Transit & Hospital Tax loads

Metro Van & CRD businesses/residents pay same



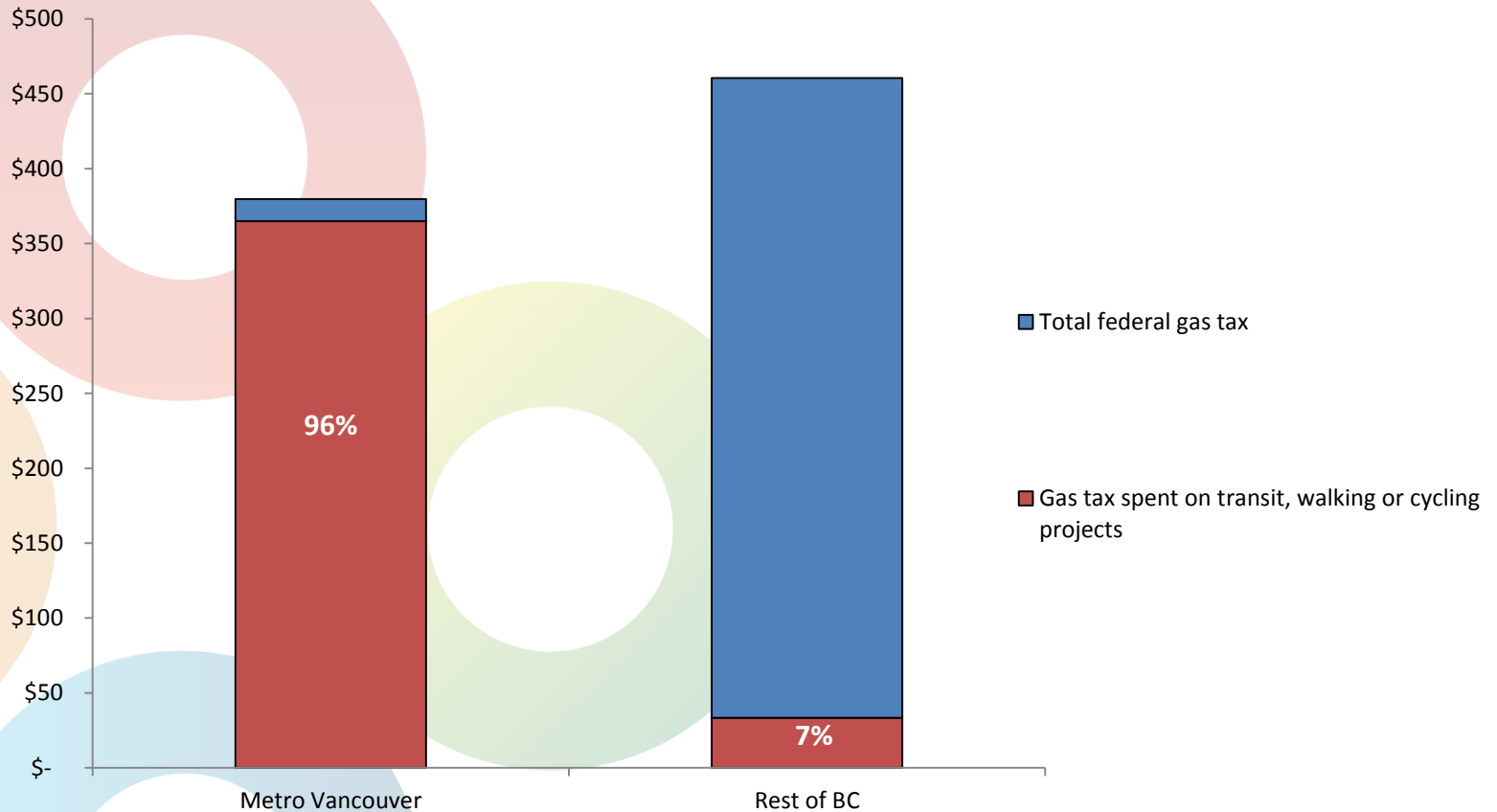
Total Local Transit Tax loads

Metro Van taxpayers pay more than others regions

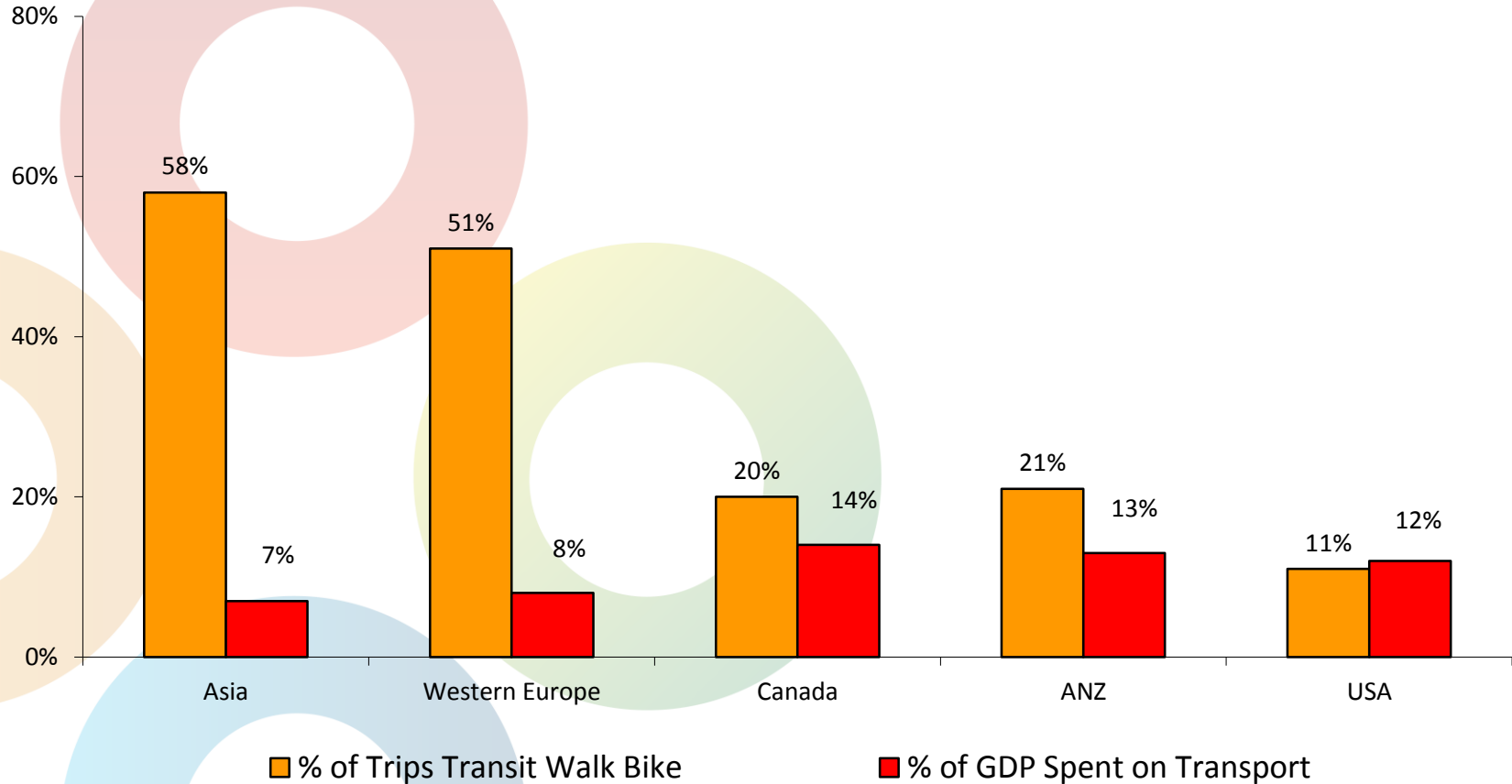


Federal Gas Tax Fund contributions

Cumulative Federal gas tax spending as of 2013 (millions)



Transit is expensive...but roads more



Closing the Funding Gap

What about mobility pricing?

- **Regional support:** The Mayors' Council is in broad support of mobility pricing to reduce congestion on our roads and raise revenue (to improve the network or reduce other taxes).
- **It works elsewhere:** Other cities have shown it can work.
- **Residents are ready for a debate:** Positive feedback from a wide range of interests when it was announced as part of the 10-Year Mayors' Plan and during referendum. The region is ready to look at this option.
- **External drivers:** funding gap; new tolled Fraser crossings planned; October 2014 call for an Independent Mobility Pricing Commission

Closing the Funding Gap

Next steps on mobility pricing

- **Lots of work to do:**
 - To know what it looks like on the road system and transit system in Metro Vancouver will take a lot of work;
 - The region also requires people to have more transit options in place before mobility pricing can be implemented.
- **Next steps:** No final decisions have been made. We don't have all the answers so we are beginning work now. Recommendations on next step to come in November. Municipal, Metro Vancouver and Provincial engagement required.

Closing the Accountability Gap

Key Questions

1. What is required to rebuild trust in TransLink, which is in turn required to build support for investing new taxes and fees in transportation system?
2. How to improve alignment between RGS & transportation planning?
3. How can we hold TransLink to account for delivering our 10-year plan and aligning with RGS?
4. Is there a direct role for Metro Vancouver in TransLink's governance?
5. How have 2014 governance amendments to TransLink's legislation been implemented?

RECOMMENDATIONS

1. Invite the province of BC to work with the Mayors' Council over the next two months to produce joint recommendations on how to close the funding gap, to enable implementation of the transportation improvement projects proposed in the Mayors' Plan;
2. Ask TransLink to report back at the November 5, 2015 meeting of the Mayors' Council on options to advance the mobility pricing objectives of the Mayors' Plan as quickly as possible, and to produce these options in cooperation with municipalities, Metro Vancouver and the province where possible;
3. Work jointly with Metro Vancouver's Task Force on Transportation Planning and Governance Review to make recommendations to improve TransLink's governance and the integration of land-use and transportation planning;