

BACKGROUND

“Phase 1” Public Transit Infrastructure Fund Project List

The Mayors’ Council’s [10-year Vision for Metro Vancouver Transit and Transportation](#) was released in June, 2014, and includes 34 major capital projects. “Phase 1” funding from the federal *Public Transit Infrastructure Fund* (PTIF) of \$370 million, together with a \$246 million investment from the Province of B.C. and a further \$125 million from TransLink, for a total of \$740 million in capital funding, will fund a sub-set of the priorities proposed in the first two to three years of the 10-year Vision. The Mayors’ Council has submitted the following list of projects for “Phase 1” PTIF funding:

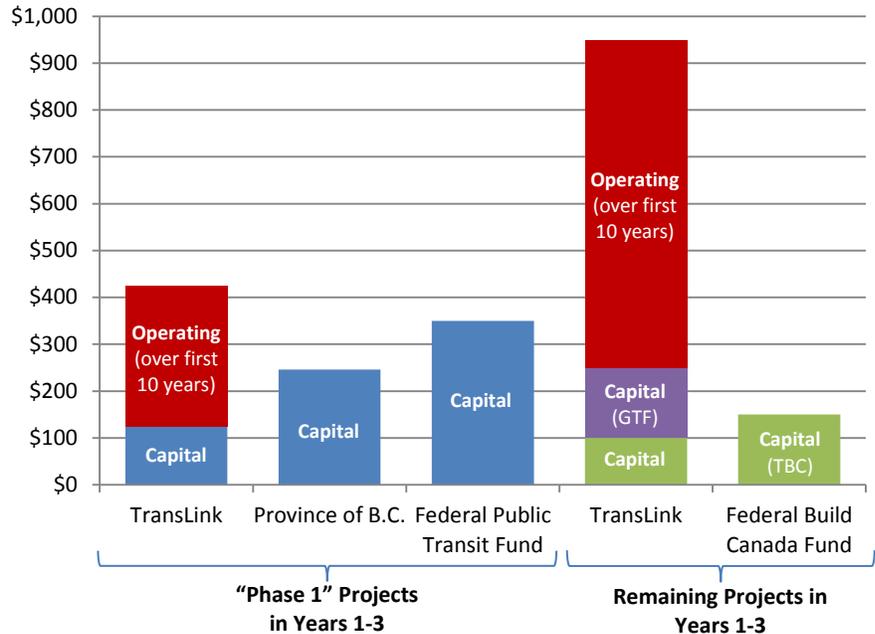
Project	Description	Est. Cost
 South of Fraser Light Rapid Transit (\$58M)	<ul style="list-style-type: none"> Planning, design, and related activities to prepare for procurement. 	\$20M
	<ul style="list-style-type: none"> New bus exchanges at Newton and Guildford to provide near-term improvements and prepare for future connections to LRT. Includes passenger waiting areas, bus infrastructure, lighting, pedestrian signals, bicycle parking, paving, and landscaping. 	\$17M
	<ul style="list-style-type: none"> Improvements to road infrastructure to improve transit operations and prepare for future LRT construction. 	\$21M
 Broadway Subway (\$99M)	<ul style="list-style-type: none"> Planning, design, and related activities to prepare for procurement. 	\$23M
	<ul style="list-style-type: none"> SkyTrain power systems and automatic train control system upgrades, to accommodate expansion of the SkyTrain fleet 	\$67M
	<ul style="list-style-type: none"> Improvements to expand capacity at SkyTrain Edmonds Operations and Maintenance Centre, to accommodate expansion of the SkyTrain fleet 	\$9M
   Fleet Expansion (\$255M)	<ul style="list-style-type: none"> 28 new rail cars for the Expo and Millennium Lines to increase capacity by 12% and reduce crowding 	\$112M
	<ul style="list-style-type: none"> 22 new Canada Line cars to increase capacity by 55% and reduce crowding 	\$88M
	<ul style="list-style-type: none"> 5 new rail cars to provide increased service during peak periods, and increase passenger capacity by 10% 	\$21M
	<ul style="list-style-type: none"> New SeaBus vessel to increase service to every 10 minutes during the morning and evening rushes 	\$34M
   Station and Facility Upgrades (\$131M)	<ul style="list-style-type: none"> Station upgrades at Expo Line and Canada Line stations to support fleet expansion, improve customer circulation, provide additional customer amenities, and improve accessibility 	\$86M
	<ul style="list-style-type: none"> Upgrades to key bus passenger facilities, including Lonsdale Bus Exchange and Phibbs Exchange. Upgrades include operational improvements, customer amenities, and safety and accessibility enhancements 	\$41M
	<ul style="list-style-type: none"> Construction of secure bike parking at Evergreen Extension stations, West Coast Express Stations, Canada Line stations, and Carvolth Exchange 	\$4M
 State of Good Repair (\$196M)	<ul style="list-style-type: none"> Rehabilitation of the SkyTrain system and bus depots to ensure system reliability and resilience, upgrades to communications, guideway intrusion, and security monitoring systems, and bus maintenance equipment and facilities. 	\$92M
	<ul style="list-style-type: none"> Rehabilitation to bus loops/terminuses and transit stations to address state of good repair and replace infrastructure, including re-paving, shelters, lighting, and customer information. 	\$53M
	<ul style="list-style-type: none"> Information technology and systems to improve transit service reliability and assist in management and maintenance of the transit fleet. 	\$51M
Total Capital Costs, Phase 1 PTIF:		\$740M

“Early Roll-out” of 10-Year Vision

The 10-Year Vision includes a number of projects that can be rolled out quickly in the first two to three years of the plan, to deliver fast noticeable improvements to service frequency and keep the rest of the Vision on track by initiating projects with longer lead times (i.e. manufacturing new SkyTrain vehicles.) The projects that fall within the first 2-3 years in the Vision are part of the “Early Roll-out Plan.”

Phase 1 funding will support about 2/3 of the capital costs of the “Early Roll-out Plan.” However, there are other Early Roll-out Plan projects that fall outside of the “Phase 1” project list, notably increased bus service and initiating the replacement of the Pattullo Bridge. These projects cannot proceed until the [Funding Strategy](#) developed by the Mayors’ Council in April, 2016 is approved by the Province of BC.

Early Roll-out of Years 1-3 of the 10-Year Vision



The Minister Responsible for TransLink has agreed that finalizing this Funding Strategy over the next several months is a key next step in enabling regional operating funding for Phase 1 and advancing other Early Roll-out plan related projects.

Early Roll-out Plan projects that fall outside of Phase 1 funding and are as yet unfunded, include:

Project	Description
 Bus Service Expansion	Deliver 20% of the Mayors’ Vision bus service increase within 18 months, including increased service on more than 100 routes. Delivery of expanded service with existing fleet and procurement of new conventional buses and MiniBuses.
 Pattullo Bridge	Completion of design and procurement for a new Pattullo Bridge
 Major Roads, Goods Movement & Bus Corridors	Investment in structural upgrades to the Major Road Network, to improve seismic safety. Investment in high-priority upgrades the Major Road Network, to improve goods movements, address bottlenecks, and improve transit performance. Projects delivered by municipalities
 Walking and Cycling	Investment in high-priority regional cycling corridors, in partnership with municipalities. Investment high-priority improvements to improve safety for pedestrian access to transit stations and stops
 Transit Priority and System Management	Investment in transit priority and system management strategies to improve transit speed and reliability, grow ridership, and improve land use integration. Includes planning and policy development to support implementation of transit priority investments

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