













BACKGROUND

Fair Share Funding for 10-Year Transit & Transportation Plan

Metro Vancouver’s long-term, region-wide, integrated, multi-modal transportation vision requires provincial and federal contributions towards the initial capital costs to deliver the 10-year plan, as well as both an initial regional contribution towards capital costs, and ongoing revenues from regional taxpayers, drivers and transit riders to operate the plan’s new services over its 25-year life-cycle. Operating costs for the first 10 years of the plan is estimated at \$3.9 billion.

For every dollar of regional capital costs in the Plan, TransLink must generate \$2 in operating revenues

Capital Project	Region	Province	Federal	
 Surrey/Langley Light Rail Rapid Transit 27KM of LRT to modernize transit service and reduce crowding in rapidly growing communities south of Fraser	At least 17% capital	33% capital	Up to 50% capital	
 Broadway Subway Extension of Millennium Line in Vancouver.	17%	33%	Up to 50%	
Modernize and improve existing rapid transit services:				
 1. SkyTrain & Canada Line 135 new rail cars to expand & modernize rail fleets, stations and maintenance facilities on Canada Line, Millennium, Expo & Evergreen Lines.	17%	33%	Up to 50%	
2. West Coast Express 10 new rail cars to increase service and reduce crowding	17%	33%	Up to 50%	
Modernize and improve existing bus services (partially funded from Gas Tax Fund):				
 1. New Rapid Bus Routes 140 new buses to modernize fleet, add 11 new “B-line” rapid bus routes	100%	0%	0%	
 2. SeaBus Add a new SeaBus vessel to maintain state of good repair & improve service	17%	33%	50%	
 3. Bus service Expansion 370 buses to modernize & expand fleet	100%	0%	0%	
 4. Transit Priority Technology Investment in transit priority technology and TDM to improve speed and reliability on busy bus corridors	33%	33%	33%	
 Upgrades to Transit Exchanges Modernize 13 multimodal transit exchanges to address state of good repair and improve operations	17%	33%	Up to 50%	
 Pattullo Bridge Replacement Replacement of the Pattullo bridge with tolled facility, to replace seismically-vulnerable structure and improve safety	At least 33%	Up to 33%	33%	
 Investment in Major Roads and Bus Corridors Region-wide investment in road infrastructure to address state of good repair, seismic upgrades and safety	33%	33%	33%	
 Regional Cycling Infrastructure Region-wide investment to make cycling safer and more convenient	33%	33%	33%	
 Infrastructure for Walking Access to Transit Region-wide investment in pedestrian infrastructure to ensure safe and convenient access to transit facilities	33%	33%	33%	
Total Capital Costs:		24%	32%	44%
Total Lifecycle Costs (operating & capital):		48%	22%	30%

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