Mayors’ Council Meeting

Update on Metro Vancouver 10-year Transit & Transportation Plan

Presentation by: Mike Buda, Executive Director, Secretariat
What’s at Stake

• 400 new buses to expand bus service by 25% across region.
• 200 new SkyTrain and Canada Line cars.
• Station and bus exchange upgrades.
• New rapid transit in Vancouver, Surrey & Langley.
• 3rd SeaBus, with service every 10 mins.
• 80% more NightBus
• By 2045, 70% of residents can walk to high-quality transit.
• Plan will reduce congestion by 1/3
• $200M for walking & cycling, w/ 2700km of new bike lanes
Status Quo is **Not “No Change”**

- TransLink needs to keep pace with growing demand or service quality will decline.
- Without new investment, transit service levels will be set back 10 years.
Post-Federal Election Objective

Leverage **historic** available federal and provincial **funding** to realize the **Mayors’ Vision** and stabilize transit funding at a sustainable level, and rebuild **public trust** in **TransLink**.
What Fair-Share Funding Means

Traditional Cost-Sharing Formula: 1/3 share of capital costs

Fair-Share Funding Formula: ~1/3 share of life-cycle costs (=~ 17% regional capital share)

In 2014, the region was expected to contribute $3.5 billion for a $7.5b Vision.

With “fair-share” funding, the regional contribution is down to ~$2 billion of the Vision.

*percentage funding contributions shown for eligible capital projects
Regional Funding Gap

The average annual regional funding gap for the first 10 years of the Vision is estimated to be $150m. Funding only “stimulus” investments requires average annual regional funding of $75m.
Proposed Funding Strategy

1. Provincial commitment to **33% capital contribution** for Vision.
2. Sale of **surplus TransLink property**
3. A one-time **2% transit fare increase** in 2018, in addition to planned annual increases (~36% of the regional funding gap)
4. A new **Regional Development Cost Charge for Transit**, with a representative impact of $1,000 per residential unit
5. Adjust **existing 3% cap** on TransLink Property Tax so it applies to existing owners ($2.10 more per average house in Port Moody)
6. A provincial commitment to enable a **provincially-controlled regional revenue** source that generates $50 million annually
7. Explore and implement region-wide **mobility pricing** by 2021, to generate $50M annually
8. A provincial commitment to **return control of TransLink to Mayors’ Council** by the end of 2016.
Proposed Funding Strategy (2)

Regionally-controlled sources:
- 2016: $0m
- 2017: $20m
- 2018: $53m
- 2019: $61m
- 2020: $69m
- 2021: $100m
- 2022: $132m
- 2023: $144m
- 2024: $159m
- 2025: $174m
- 2026: $192m

Provincially-controlled source(s):
- 2016: $0m
- 2017: $20m
- 2018: $28m
- 2019: $43m
- 2020: $60m
- 2021: $55m
- 2022: $50m
- 2023: $66m
- 2024: $66m
- 2025: $66m
- 2026: $65m

- Mobility Pricing Beginning 2021/22
- 3% property tax cap
- Regional DCCs
- Fare Increase
- TL Surplus Property