



Phase Two of the 10-Year Vision

PUBLIC CONSULTATION DISCUSSION GUIDE

“THE 10-YEAR VISION IDENTIFIES
TRANSIT AND TRANSPORTATION
IMPROVEMENTS THAT ARE PRIORITIES
FOR **KEEPING THE REGION MOVING.**”





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1. JOIN THE DISCUSSION

TransLink has developed an investment plan, the Phase Two Plan, to fund and implement the second phase of the 10-Year Vision starting in 2018. This discussion guide provides information on the **new transportation improvements** and **new transportation funding** proposed in the Phase Two Plan.

Join the discussion! TransLink is asking for public input on the Phase Two Plan from April 30 to May 11, 2018. The feedback you share during this consultation period is important and will help TransLink finalize the Phase Two Plan before submitting it to the TransLink Board of Directors and the Mayors' Council on Regional Transportation for consideration and approval.



To provide your input on the plan and view this document online – visit tenyearvision.translink.ca

What is an investment plan?

TransLink is required by provincial legislation to develop an “investment plan” that sets out all planned capital and operating expenditures for each of the next 10 years. In each year, planned expenditures must balance against established funding, revenues, and borrowing limits.

The investment plan must be approved by the TransLink Board of Directors and the Mayors' Council on Regional Transportation before it takes effect. Provincial legislation requires that TransLink update its investment plans every three years or more frequently.

1.1. DELIVERING PHASE TWO OF THE 10-YEAR VISION

The 10-Year Vision identifies transit and transportation improvements that are priorities for keeping the region moving. These projects will not only improve mobility for residents, but also make progress towards the broader social, economic, and environmental goals of our region's long-term strategies, the Regional Transportation Strategy and the Regional Growth Strategy. The 10-Year Vision was developed by the Mayors' Council in 2014. It reflects the consensus of local governments in Metro Vancouver and has been broadly supported by community, environmental, labour, and business stakeholders.

In 2016, the TransLink Board and Mayors' Council approved the Phase One Plan, which funded and implemented the first phase of transportation improvements in the 10-Year Vision. The Phase One Plan included improvements to reduce overcrowding and increase service quality on transit across the region, as well as provide new funding for roads, cycling, and walking infrastructure.

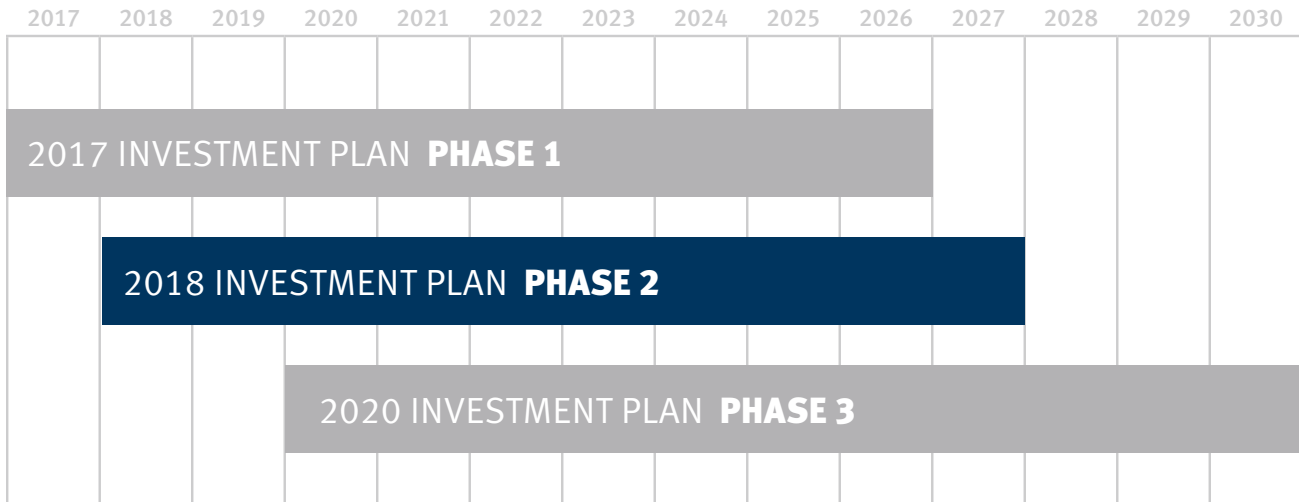
TransLink is now asking for your input on the Phase Two Plan. The Phase Two Plan will fund and implement the second phase of transportation improvements in the 10-Year Vision, including:

- construction and operation of the Surrey-Newton-Guildford Line (Light Rail Transit)
- construction and operation of the Millennium Line Broadway Extension
- modernization of Expo-Millennium Line infrastructure, including significant capacity and reliability upgrades to systems and stations
- project development and early works for the Surrey-Langley Line (Light Rail Transit)
- more increases to bus and rail service
- more improvements to sidewalks and bikeways
- more upgrades to major roads, including seismic retrofits
- planning for the potential gondola to SFU Burnaby campus and rapid transit to UBC Point Grey campus

If the TransLink Board and Mayors' Council approve the Phase Two Plan, then TransLink would begin to advance these new projects in 2018.

1.2.COMPLETING THE 10-YEAR VISION

While the Phase Two Plan is an unprecedented level of transit expansion in the history of our region, it does not include all of the projects in the entire 10-Year Vision. To complete the 10-Year Vision, TransLink anticipates developing a Phase Three Plan in the coming years. The Phase Three Plan would fund the remaining bus, rail, walking, cycling, and road improvements in the 10-Year Vision, including construction and operation of the Surrey-Langley Line.



What is the Mayors’ Council on Regional Transportation?

TransLink’s 23-member Mayors’ Council on Regional Transportation is made up of representatives from each of the 21 municipalities within the transportation service region, as well as Electoral Area ‘A’ (which includes the University of British Columbia and the University Endowment Lands) and the Tsawwassen First Nation. Together, members of the Mayors’ Council collectively represent the viewpoints and interests of the citizens of the Metro Vancouver region as they develop and approve TransLink’s investment plans and long-term strategies.

HOW DID WE GET HERE?

Metro Vancouver is one of Canada's most diverse and livable regions. As the population and economy have grown over the last decade, however, demand for public transit has surged and traffic congestion on our roads has worsened. At the same time, the funding sources available for TransLink to maintain and expand the transit system and major road network – transit fares, property tax, and fuel sales tax – have not kept up with increased demand for transportation.

To address these challenges, the Mayors' Council on Regional Transportation outlined priority transportation improvements in the 10-Year Vision. In 2016, the Mayors' Council and the Government of British Columbia reached a funding agreement for Phase One of the 10-Year Vision. In collaboration with the Government of British Columbia, the Mayors' Council has now developed a proposal for funding Phase Two of the 10-Year Vision. To learn more, see the Funding section of this Discussion Guide.

LOOKING AHEAD – THE REGIONAL TRANSPORTATION STRATEGY

While we work to fund and implement Phase Two of the 10-Year Vision, we are also starting to consider the transportation investments and policies that our region will need in the long-term, after the 10-Year Vision is completed.

The Regional Transportation Strategy (RTS) is the 30-year strategy for the region's multimodal transportation system. The projects and investments in the 10-Year Vision were designed to help achieve the goals and policies of the RTS, including: making half of all trips in this region by walking, cycling, and transit; and reducing the distances driven in this region by one-third.

TransLink updates the Regional Transportation Strategy every five years, as required by provincial legislation. Public consultation on the Regional Transportation Strategy update will begin later this year – stay tuned for information on how you can get involved.

WHAT ABOUT PHASE ONE OF THE 10-YEAR VISION?

In just one year, TransLink has already delivered many of the transportation improvements in the Phase One Plan, including the largest increase in transit service in this region since 2010. Highlights from 2017 include:

- More frequent service or other improvements on 65 different bus routes, including new bus service in Clayton Heights, Morgan Creek, and Silver Valley
- Increased service on the Expo Line, Millennium Line, and Canada Line
- SeaBus sailings every 15 minutes, every day of the week
- \$13 million awarded to municipalities for improvements to major roads
- \$10 million awarded to municipalities for improvements to walking and cycling infrastructure

Along with the opening of the Evergreen Extension, this led to 407 million transit boardings in 2017 – the highest ever in this region. Even if the Phase Two Plan is not approved, TransLink will continue to complete the transportation improvements in the Phase One Plan.

2. NEW TRANSPORTATION INVESTMENTS IN THE PHASE TWO PLAN

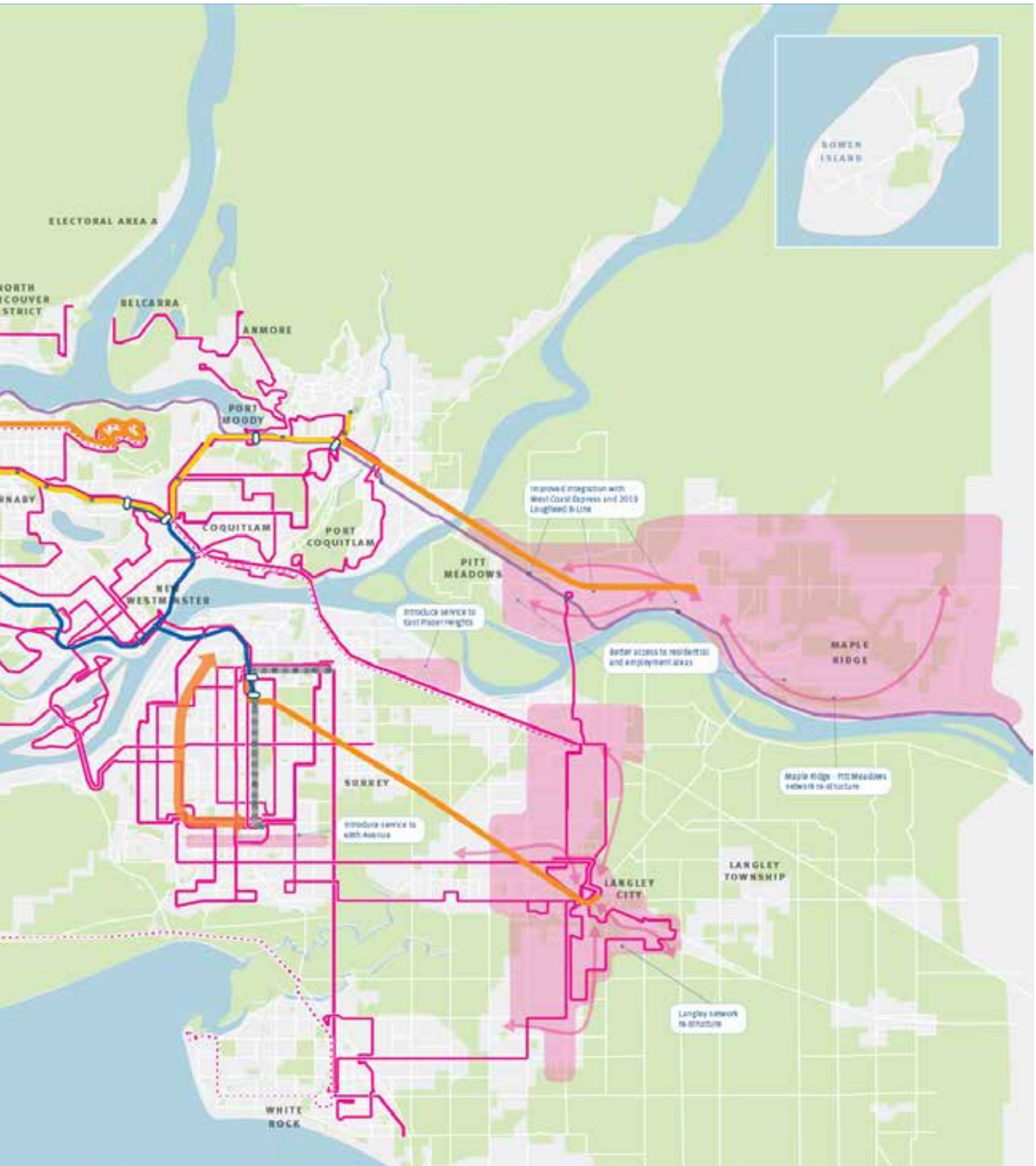
NOTE: EXCEPT WHERE NOTED OTHERWISE, ALL FIGURES IN THIS SECTION ARE IN YEAR OF EXPENDITURE DOLLARS.

The Phase Two Plan maintains the existing transportation system in a state of good repair and makes new investments in every mode of transportation – transit, roads, walking, and cycling. The new services and infrastructure in the Phase Two Plan will be a major step in meeting our region’s transportation needs, especially as transit ridership continues to grow at record levels.

WHAT IS TRANSLINK?

As the regional transportation authority, TransLink is responsible for planning, financing, and managing the regional transportation system to move people and goods. TransLink operates and maintains regional transit service and infrastructure, including bus, SkyTrain, SeaBus, HandyDART and West Coast Express. TransLink also owns and maintains five of the region’s bridges and shares responsibility for major regional roads and walking and cycling infrastructure with local governments.





2.1. BUILDING NEW RAPID TRANSIT

The Phase Two Plan proposes to complete the major rapid transit investments begun in Phase One of the 10-Year Vision, including the Millennium Line Broadway Extension and the Surrey-Newton-Guildford Line.

	Investments already funded in Phase One	New investments to be funded in Phase Two
MAJOR RAPID TRANSIT PROJECTS	<ul style="list-style-type: none"> • Project development and early works for the Millennium Line Broadway Extension • Project development and early works for the Surrey-Newton-Guildford Line (Light Rail Transit) • Working with local government partners to confirm land use needs and walking and cycling infrastructure that would be delivered by the Millennium Line Broadway Extension and Surrey-Newton-Guildford Line 	<ul style="list-style-type: none"> • Construction and operation of the Millennium Line Broadway Extension • Construction and operation of the Surrey-Newton-Guildford Line (Light Rail Transit) • Project development and early works for the Surrey-Langley Line (Light Rail Transit), including <ul style="list-style-type: none"> • Engineering and design to prepare for procurement • Supportive investments at facilities and along rights-of-way • Planning for a potential gondola from the Millennium Line to SFU Burnaby campus • Planning for rapid transit to UBC Point Grey campus

TransLink has also worked closely with the City of Vancouver and City of Surrey to develop Project Partnership Agreements for each of the new rapid transit projects. The purpose of the Project Partnership Agreements is to ensure that supportive land use, housing, and transportation policies will be in place to help the new rapid transit lines meet local and regional objectives, such as: more transit ridership, less driving, and seamless integration of the new rapid transit lines with their surrounding communities. The final Project Partnership Agreements will be included in the Phase Two Plan.



MILLENNIUM LINE BROADWAY EXTENSION

The Millennium Line Broadway Extension is a project to extend the Millennium Line along Broadway in Vancouver. It will increase transit capacity, decrease travel times, and improve travel reliability in one of the busiest destinations in the region. The Broadway corridor includes the largest hospital in western Canada, the second largest employment centre in British Columbia, and the busiest bus route in Canada and the United States.

The Millennium Line Broadway Extension will begin at VCC–Clark Station and end at Arbutus Street. While the eastern part of the extension will be elevated above ground, most of it will be a bored tunnel beneath Broadway. The extension will include six new stations. Project highlights include:

- Trains are expected to run every 3 to 4 minutes during peak periods, and every 6 to 8 minutes during off-peak periods, on opening day.
- People will be able to travel from Lafarge Lake-Douglas Station in Coquitlam to Arbutus Street in Vancouver in approximately 46 minutes – one train, no transfers.
- The extension will be able to move 5,100 more passengers per hour per direction on opening day than the 99 B-Line – a capacity increase of 250%. It will be built to allow for additional increases in capacity over time.
- The extension will be designed and built to allow for future rapid transit to the UBC Point Grey campus. Construction of rapid transit to UBC is not yet funded, but the Phase Two Plan includes funding for planning studies to evaluate options.

Construction on the Millennium Line Broadway Extension is anticipated to be completed by 2025. The total cost of the Millennium Line Broadway Extension is estimated at \$2.83 billion, pending final funding approvals by senior governments; \$47 million of project costs have already been funded in the Phase One Plan and are in progress. Cost estimates may be refined through additional technical analysis, public input and design modifications, and will be finalized at the end of the procurement process.



For more information or to provide your input on the design or construction of the Millennium Line Broadway Extension, visit broadwayextension.ca.

SURREY-NEWTON-GUILDFORD LINE

The Surrey–Newton–Guildford Line is a new light rail line and the first stage of the South of Fraser Rapid Transit project. It will increase transit capacity, reduce commute times, and create integrated, pedestrian-friendly communities in two of Surrey’s busiest corridors. The South of Fraser communities are the fastest growing in the region.

The Surrey-Newton-Guildford Line will connect Guildford Exchange to Surrey Central Station via 104 Avenue, and connect Surrey Central Station to Newton Exchange via City Parkway and King George Boulevard. It will be at street level and include eleven new stations. Project highlights include:

- Trains are expected to run every 5 minutes during peak periods, and every 7.5 minutes during the mid-day off-peak.
- Trains will be modern and accessible low-floor trains.
- People will be able to travel from Guildford to Surrey Centre in approximately 9 minutes, and from Newton to King George Station in approximately 13 minutes.
- The line will operate within dedicated train-only lanes on the road. Along with modern intersection signal optimization technology, this will allow the trains to bypass traffic queues and provide efficient and reliable service.
- The line will be seamlessly integrated into the Compass fare payment system.

Construction on the Surrey-Newton-Guildford Line is anticipated to be completed by 2024. The total cost of the Surrey-Newton-Guildford Line is estimated at \$1.65 billion, pending final funding approvals by senior governments; \$43 million of project costs have already been funded in the Phase One Plan and are in progress. Cost estimates may be refined through additional technical analysis, public input and design modifications, and will be finalized at the end of the procurement process.

The Surrey-Langley Line is the second stage of the South of Fraser Rapid Transit Project. The Surrey-Langley Line would connect Surrey City Centre to Langley City Centre via light rail transit on Fraser Highway. If the Phase Two Plan is approved by the Mayors’ Council and TransLink Board, project development of the Surrey-Langley Line would begin as early as 2020. Construction of the Surrey-Langley Line will be funded in a future investment plan.



For more information or to provide your input on the design or construction of the Surrey-Newton-Guildford Line, visit surreyhightrail.ca.

2.2. UPGRADING THE EXISTING RAIL NETWORK

The Phase Two Plan would continue to increase service on the existing rail network, as well as modernize and upgrade aging infrastructure along the Expo and Millennium Lines.

	Investments already funded in Phase One	New investments to be funded in Phase Two
SKYTRAIN	<ul style="list-style-type: none"> • Increase Expo and Millennium Line service during the mid-day, early evening, and weekends, starting January 2017 • Increase Canada Line service during high-demand times, starting January 2017 • 56 new SkyTrain cars for the Expo and Millennium Lines • 24 new SkyTrain cars for the Canada Line • Station upgrades to improve safety, accessibility, and passenger amenities 	<ul style="list-style-type: none"> • Increase Expo and Millennium Line service during rush hours, mid-day, and weekends, starting in 2019 • Increase Canada Line service during rush hours, evenings, and weekends, starting in 2020 • 108 new SkyTrain cars to provide increased service on the Expo and Millennium Lines, as well as 95 new SkyTrain cars to replace aging fleet • Modernization of Expo and Millennium Line infrastructure, including significant upgrades to power, control systems, storage, and stations
WEST COAST EXPRESS	<ul style="list-style-type: none"> • Purchase 2 and refurbish 6 locomotives for the West Coast Express 	<ul style="list-style-type: none"> • Planning for expanded West Coast Express capacity in Phase Three of the 10-Year Vision



EXPO AND MILLENNIUM LINE UPGRADES

The Expo Line, the region's first rail rapid transit line, opened in 1986. In the three decades since, the region has extended the original Expo Line to cover nearly 60 km of track, including the Millennium Line and the Evergreen Extension. Annual ridership on the Expo and Millennium Lines reached 105 million boardings in 2017 and is projected to grow significantly in the coming decade.

The existing Expo and Millennium Line infrastructure requires significant upgrades in order to support longer trains and more frequent service. When complete, the two lines combined will be capable of moving more than 24,000 passengers per hour per direction – a 60% increase over today's capacity.

Highlights of the planned upgrades include:

- 203 new train cars to expand capacity and replace aging fleet. Higher capacity trains will be introduced to maximize space for passengers.
- Expanded vehicle storage to accommodate new fleet.
- Upgrades to operations and maintenance centres, mainline power, and control systems to support more frequent train service and longer trains.
- Station upgrades to increase passenger capacity, accessibility, amenities, and improve neighbourhood integration:
 - Construction of upgrades at Burrard and Brentwood stations.
 - Design of future upgrades, including Columbia, Edmonds, and Stadium-Chinatown stations.
- Trains are expected to run every 100-110 seconds on the busiest segment of the Expo Line during peak periods.

The estimated cost of the Expo and Millennium Line upgrade program in the Phase Two Plan is \$1.30 billion, pending final funding approvals by senior governments.

2.3 NEW BUS AND HANDYDART INVESTMENTS

The Phase Two Plan would continue to increase bus and HandyDART service across the region.

	Investments already funded in Phase One	New investments to be funded in Phase Two
BUS	<ul style="list-style-type: none"> • Increase bus service by 10% across the region from 2017 to 2019 • Improved service on 78 different bus routes that carry almost 400,000 passengers across the region every day • Five new B-Lines by 2019: 41st Avenue; Fraser Highway; Hastings Street; Lougheed Highway; Marine Drive-Main Street • New bus service to the following communities: Burke Mountain in Coquitlam; Clayton and Morgan Creek in Surrey; Silver Valley in Maple Ridge; Willoughby in Langley • 171 new buses for Phase One bus service improvements, in addition to new buses to replace aging fleet • Planning and design work to prepare for implementation of two new B-Lines in Phase Two of the 10-Year Vision • Upgrades to bus exchanges, such as operational improvements, customer amenities, safety and accessibility enhancements • Provide \$61 million in new funding for transit priority projects and enhanced passenger amenities, including in new B-Line corridors 	<ul style="list-style-type: none"> • Increase bus service by 8% across the region from 2020 to 2021 • Improved service on up to 75 different bus routes that carry over 350,000 passengers across the region every day • Two new B-Lines by 2021: Richmond to Expo Line; Scott Road (120th Street) • New bus service to the following communities: East Fraser Lands in Vancouver; 68th Avenue Crosstown in Surrey (Scottsdale to Sullivan); East Fraser Heights in Surrey; Harbourside in North Vancouver • Restructure of community shuttle service in Maple Ridge and Langley communities • 151 new buses for Phase Two bus service improvements, in addition to new buses to replace aging fleet • Provide \$89 million in new funding for transit priority projects and enhanced passenger amenities, including in new B-Line corridors
SEABUS	<ul style="list-style-type: none"> • SeaBus sailings every 10 minutes during peak periods and every 15 minutes at other times 	<ul style="list-style-type: none"> • SeaBus sailing to meet the last Canada Line train
HANDYDART	<ul style="list-style-type: none"> • Increase HandyDART service by 15% from 2017 to 2019 	<ul style="list-style-type: none"> • Increase HandyDART service by 7% from 2020 to 2021

Figures in table are in 2017 dollars. Percentage service increases are relative to 2016 budgeted service.

“THE PHASE TWO PLAN WOULD **INCREASE FUNDING** FOR MUNICIPALITIES TO PAVE ROADS, ADD LANES, FIX BOTTLENECKS, AND UPGRADE OVERPASSES AND OTHER STRUCTURES TO MEET SEISMIC STANDARDS.



2.4 NEW ROAD INVESTMENTS

The Phase Two Plan proposes new investment in the region’s road network. The Phase Two Plan would increase funding for municipalities to pave roads, add lanes, fix bottlenecks, and upgrade overpasses and other structures to meet seismic standards.

	Investments already funded in Phase One	New investments to be funded in Phase Two
MINOR CAPITAL UPGRADES	<ul style="list-style-type: none"> • Provide \$50 million to municipalities from 2017 to 2019 for minor capital upgrades to the MRN, such as improving safety and addressing bottlenecks 	<ul style="list-style-type: none"> • Provide \$40 million to municipalities from 2020 to 2021 for minor capital upgrades to the MRN, such as improving safety and addressing bottlenecks
STRUCTURE REHABILITATION AND SEISMIC UPGRADES	<ul style="list-style-type: none"> • Provide \$32.5 million to municipalities from 2017 to 2019 to rehabilitate and make seismic retrofits to structures on the MRN, such as overpasses, retaining walls, and bridges 	<ul style="list-style-type: none"> • Provide \$26 million to municipalities from 2020 to 2021 to rehabilitate and make seismic retrofits to structures on the MRN, such as overpasses, retaining walls, and bridges

Figures in table are in 2017 dollars.



WHAT ABOUT THE PATTULLO BRIDGE?

In February 2018, the Province agreed to fund and build a new bridge to replace the Pattullo Bridge. Previously, TransLink had funded and completed the planning and preliminary engineering of the replacement bridge.

Construction of the replacement bridge is anticipated to begin in 2019 and to be completed by 2023. The Province will own and operate the replacement bridge, while TransLink will continue to own the existing bridge until it is decommissioned.

2.5 NEW WALKING AND CYCLING INVESTMENTS

The Phase Two Plan proposes new investment in walking and cycling infrastructure across the region. The Phase Two Plan would increase funding for municipalities to construct new sidewalks and bikeways, as well as for TransLink to upgrade cycling infrastructure.

	Investments already funded in Phase One	New investments to be funded in Phase Two
WALKING ACCESS TO TRANSIT	<ul style="list-style-type: none"> Provide \$12.5 million to municipalities from 2017 to 2019 for pedestrian infrastructure projects, such as sidewalks, crosswalks, and pedestrian signals 	<ul style="list-style-type: none"> Provide \$10 million to municipalities from 2020 to 2021 for pedestrian infrastructure projects, such as sidewalks, crosswalks, and pedestrian signals
REGIONAL CYCLING INFRASTRUCTURE	<ul style="list-style-type: none"> Provide \$30 million to municipalities from 2017 to 2019 for cycling infrastructure projects, such as protected bike lanes and multi-use paths 	<ul style="list-style-type: none"> Provide \$24 million to municipalities from 2020 to 2021 for cycling infrastructure projects, such as protected bike lanes and multi-use paths
TRANSLINK-OWNED CYCLING INFRASTRUCTURE	<ul style="list-style-type: none"> Provide \$12 million for upgrades to TransLink-owned cycling infrastructure 	<ul style="list-style-type: none"> Provide \$9 million for upgrades to TransLink-owned cycling infrastructure

Figures in table are in 2017 dollars.

2.6 NEW MOBILITY INVESTMENTS

The Phase Two Plan proposes new investment to support pilots and field testing for flexible, shared-use services including commuter vanpooling, on-demand micro-transit, divertible fixed-route services, and first- and last-mile partnerships. The New Mobility program was established in the Phase One Plan to leverage new technologies and business models for providing people with more mobility options.

	Investments already funded in Phase One	New investments to be funded in Phase Two
NEW MOBILITY	<ul style="list-style-type: none"> Provide \$22 million from 2017 to 2019 to pilot, field test, and scale new technologies and service concepts 	<ul style="list-style-type: none"> Provide \$4.7 million through 2027 to pilot, field test, and scale flexible, shared-use services

Figures in table are in 2017 dollars.



“THE PHASE TWO PLAN
PROPOSES EXPANDING
INVESTMENT IN WALKING
AND CYCLING INFRASTRUCTURE
ACROSS THE REGION.”

3. DETAILED MAPS OF TRANSIT IMPROVEMENTS IN THE PHASE TWO PLAN

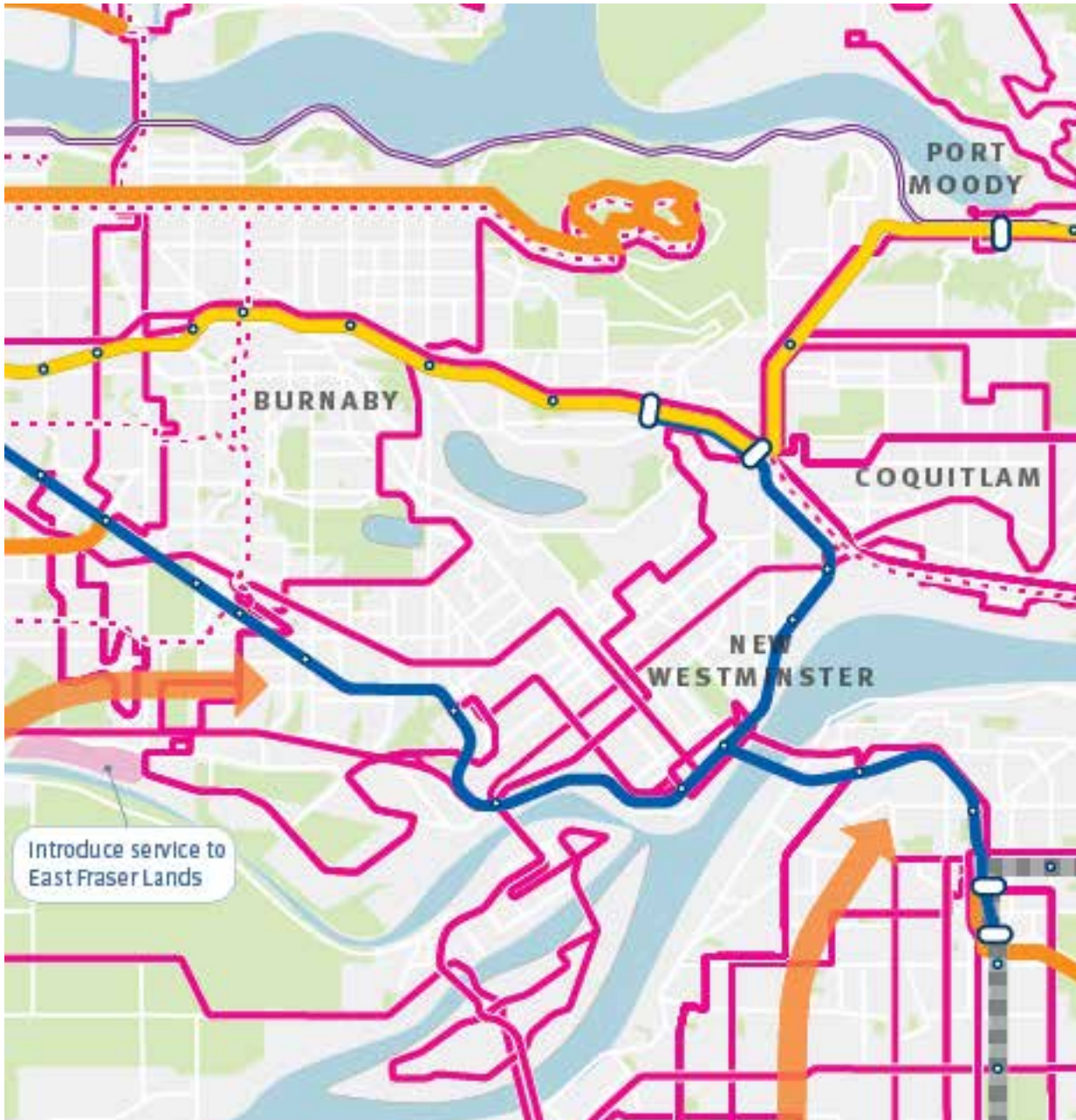
3.1 BURNABY AND NEW WESTMINSTER

BUS IMPROVEMENTS		
B-Line	New service	Richmond to Expo Line B-Line
	Hastings Street B-Line	Potential upgrades, such as transit priority and enhanced passenger amenities
Expand the Frequent Transit Network	112	Edmonds Station/New West Station
	128	Braid Station/22nd Street Station
	144	SFU/Metrotown Station
Extend hours of service	104	22nd St Station/Annacis Island
	388	Walnut Grove/22nd St Station
	N9	Downtown/Lougheed Station/Coquitlam Central Station
	N19	Downtown/Surrey Central Station NightBus
Reduce wait times	26	Joyce Station/29th Avenue Station
	28	Capilano University/Phibbs Exchange/Joyce Station
	100	22nd St Station/Marpole Loop
	101	Lougheed Station/22nd Street Station
	116	Edmonds Station/Metrotown Station
	156	Braid Station/Lougheed Station
Reduce overcrowding*	25	Brentwood Station/UBC
	49	Metrotown Station/UBC
	95	SFU/Burrard Station B-Line
	130	Metrotown/Hastings/Kootenay/Capilano University

SKYTRAIN IMPROVEMENTS	
Expo and Millennium Line	Modernize infrastructure, including stations, power, control systems, and storage. 108 new SkyTrain cars to provide increased service on the Expo and Millennium Lines, as well as 95 new SkyTrain cars to replace aging fleet. Increase Expo and Millennium Line service during rush hours, mid-day, and weekends.

NEW RAPID TRANSIT	
Burnaby Mountain Gondola	Planning for a potential connection from the Millennium Line to Simon Fraser University.

**The overcrowding improvements listed above are examples only based on 2016 ridership data. The specific routes that will be selected for overcrowding improvements will be finalized closer to the date of implementation (2020-21).*



Transit Improvements

Rail	Bus	Other Improvements (not shown on map)	Additional Map Elements
<ul style="list-style-type: none"> Canada Line Expo Line Millennium Line Proposed Millennium Line Broadway Extension Proposed Surrey - Newton - Guildford Light Rail Transit 	<ul style="list-style-type: none"> Proposed Phase Two B-Line (waiting subject to further study) Phase One B-Line Route to be improved Increased service to address overcrowding* Improved or Expanded Service Areas 	<ul style="list-style-type: none"> 7% Increase in HandyDART Service Implementing flexible service (e.g. vanpool and on-demand transit) pilots throughout the region 	<ul style="list-style-type: none"> SeaBus West Coast Express Urban Area Agricultural Land Reserve, parks & other unpopulated areas

*Projects to address overcrowding will be determined based on need closer to the date of implementation. Map is for illustrative purposes only.

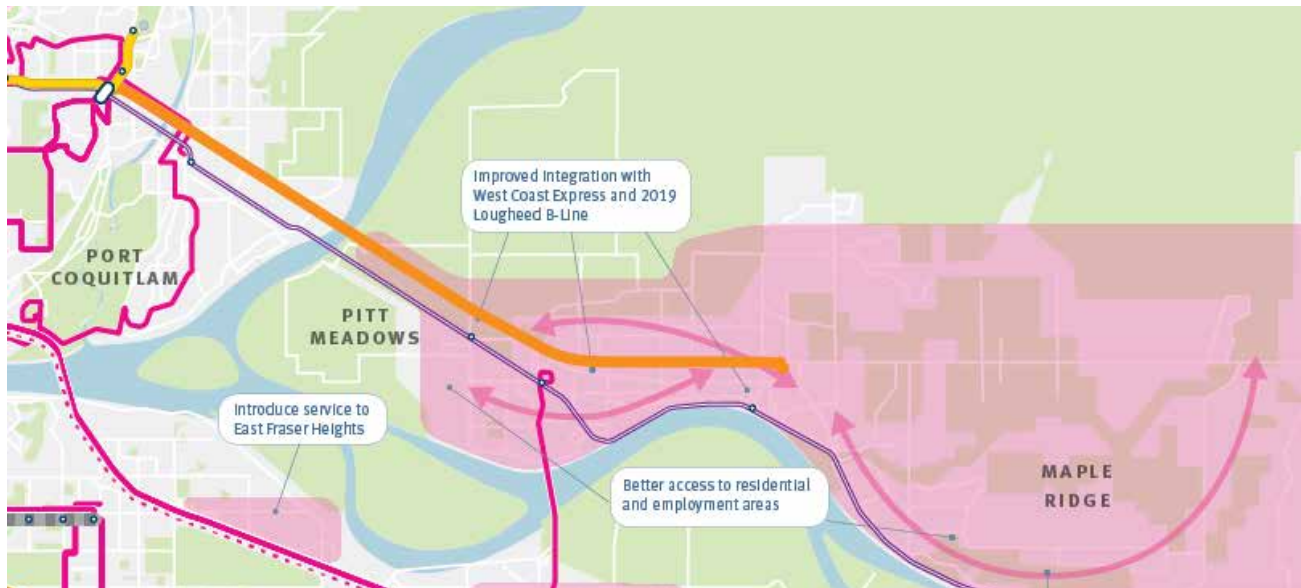
3.2 MAPLE RIDGE AND PITT MEADOWS

BUS IMPROVEMENTS

B-Line	Lougheed Highway B-Line	Potential upgrades, such as transit priority and enhanced passenger amenities
Extend hours of service	595	Maple Meadows Station/Langley Centre
Improve or expand service area	Maple Ridge and Pitt Meadows transit routes	Restructure shuttle network based on outcome of comprehensive Area Transport Plan process underway.

RAIL IMPROVEMENTS

West Coast Express	Planning for expanded West Coast Express capacity.
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Transit Improvements

Rail:	Bus:	Other Improvements (not shown on map)	Additional Map Elements
<ul style="list-style-type: none"> Canada Line Expo Line Millennium Line Proposed Millennium Line Broadway Extension Proposed Surrey-Newton - Guildford Light Rail Transit 	<ul style="list-style-type: none"> Proposed Phase Two B-Line (routing subject to further study) Phase One B-Line Route to be improved Increased service to address overcrowding* Improved or Expanded Service Areas 	<ul style="list-style-type: none"> 7% increase in HandyDART Service Implementing flexible service (e.g. vanpool and on-demand transit) pilots throughout the region 	<ul style="list-style-type: none"> Seabus West Coast Express Urban Area Agricultural Land Reserve, parks & other unpopulated areas

*Projects to address overcrowding will be determined based on need closer to the date of implementation. Map is for illustrative purposes only.

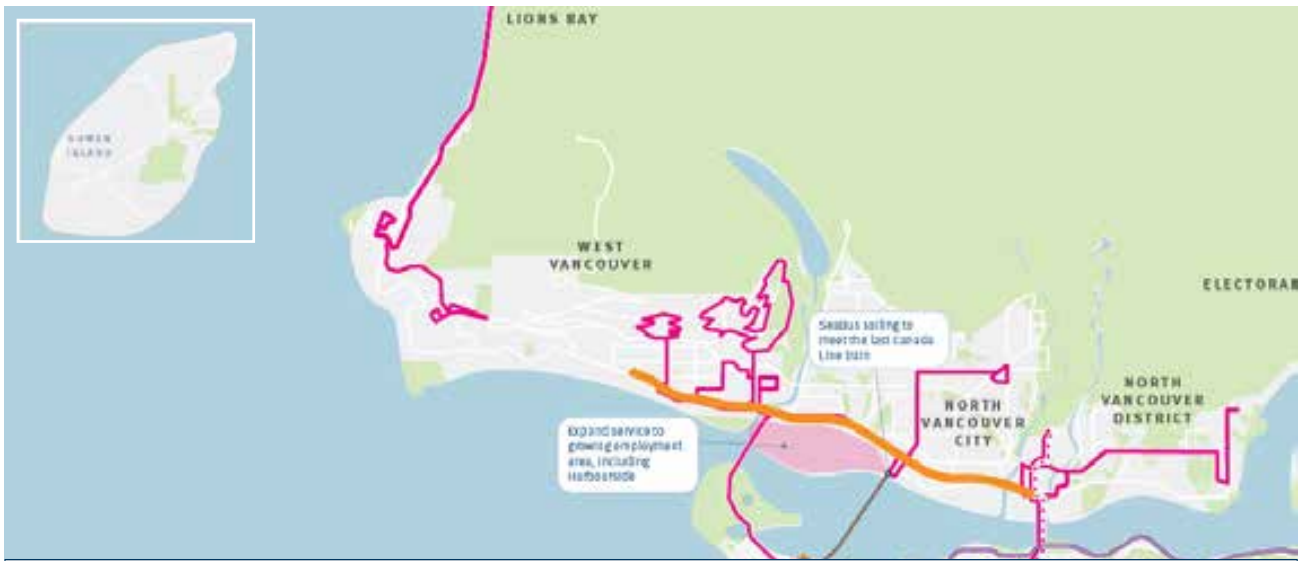
3.3 NORTH SHORE (BOWEN ISLAND, LIONS BAY, NORTH VANCOUVER CITY, NORTH VANCOUVER DISTRICT, WEST VANCOUVER)

BUS IMPROVEMENTS

B-Line	Marine Drive-Main Street B-Line	Potential upgrades, such as transit priority and enhanced passenger amenities
Improve or expand service area	231	Harbourside/Lonsdale Quay
Improve directness	254/256	British Properties/Park Royal/Vancouver; Folkstone Way/Whitby Estate/Spuraway
Extend hours of service	C12	Caulfeild/Brunswick Beach
	N24	Downtown/Lynn Valley NightBus
	Various	Extend bus schedules to meet last SeaBus
Reduce wait times	28	Capilano University/Phibbs Exchange/Joyce Station
	211	Seymour/Phibbs Exchange/Vancouver
	229	Lynn Valley Centre/Lonsdale Quay
Reduce overcrowding	130	Metrotown/Hastings/Kootenay/Capilano University

SEABUS IMPROVEMENTS

SeaBus sailing to meet last Canada Line train.



Transit Improvements

Rail:

- Canada Line
- Expo Line
- Millennium Line
- Proposed Millennium Line Broadway Extension
- Proposed Surrey-Newton - Guildford Light Rail Transit

Bus:

- Proposed Phase Two B-Line (owing subject to further study)
- Phase One B-Line
- Route to be Improved
- Increased service to address overcrowding*
- Improved or Expanded Service Areas

Other Improvements (not shown on map)

- 7% increase in HandyDART Service
- Implementing flexible service (e.g. vanpool and on-demand transit) pilots throughout the region

Additional Map Elements

- Seabus
- West Coast Express
- Urban Area
- Agricultural Land Reserve, parks & other unpopulated areas

*Projects to address overcrowding will be determined based on need closer to the date of implementation. Map is for illustrative purposes only.

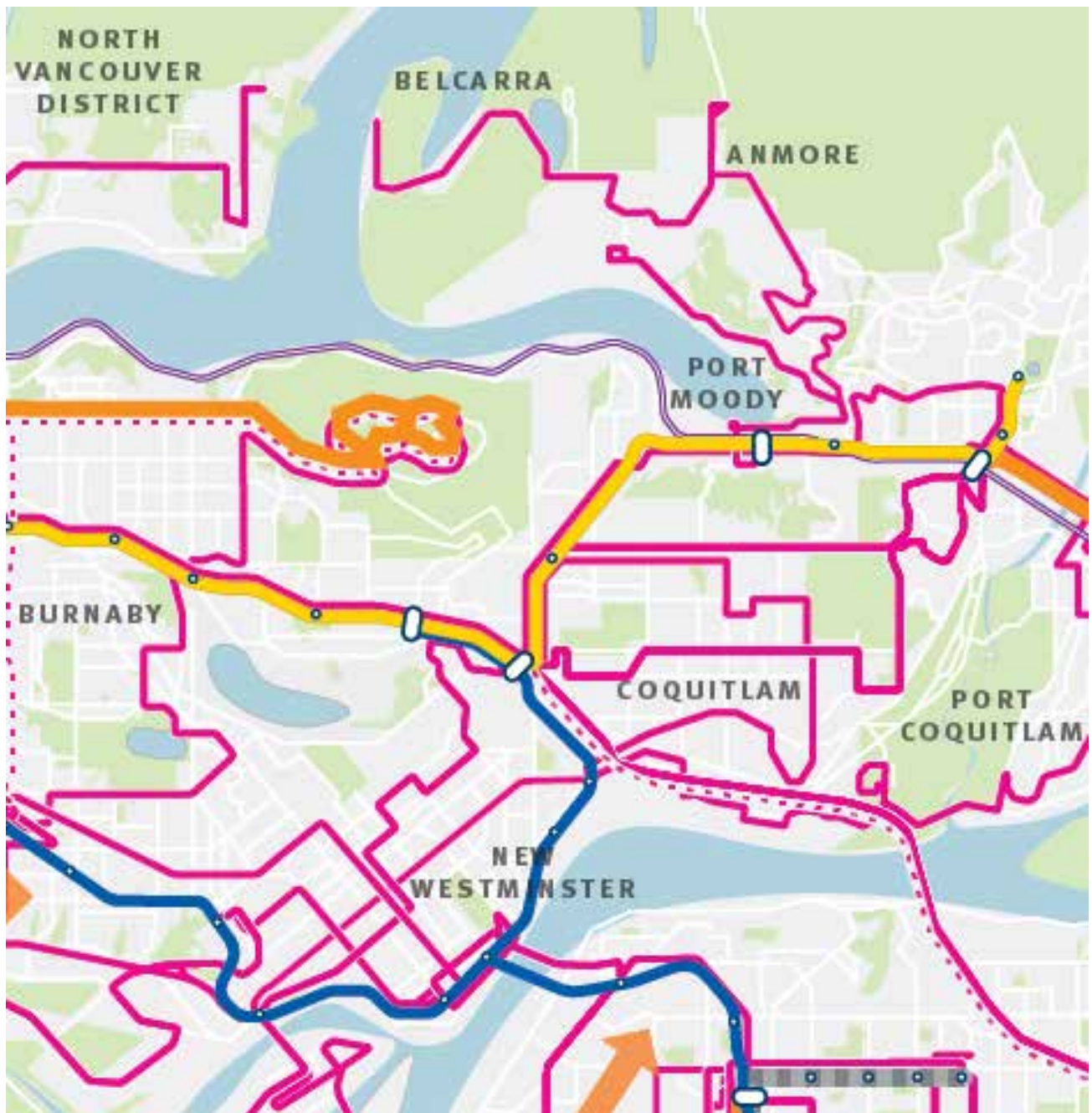
3.4 NORTHEAST SECTOR (ANMORE, BELCARRA, COQUITLAM, PORT COQUITLAM, PORT MOODY)

BUS IMPROVEMENTS

B-Line	Lougheed Highway B-Line	Potential upgrades, such as transit priority and enhanced passenger amenities
Optimize routing and increase usefulness	181/182	Moody Centre Station/Ioco; Moody Centre Station/Belcarra
Extend hours of service	181/182	Moody Centre Station/Ioco; Moody Centre Station/Belcarra
	N9	Downtown/Lougheed Station/Coquitlam Central Station
Reduce wait times	151	Coquitlam Central Station/Burquitlam Station
	152	Coquitlam Central Station/Lougheed Station
	156	Braid Station/Lougheed Station
	159	Port Coquitlam Station/Braid Station

RAIL IMPROVEMENTS

Expo and Millennium Line	Modernize infrastructure, including stations, power, control systems, and storage. 108 new SkyTrain cars to provide increased service on the Expo and Millennium Lines, as well as 95 new SkyTrain cars to replace aging fleet. Increase Expo and Millennium Line service during rush hours,
West Coast Express	Planning for expanded West Coast Express capacity.



Transit Improvements

Rail:

- Canada Line
- Expo Line
- Millennium Line
- Proposed Millennium Line Broadway Extension
- Proposed Surrey-Newton - Guildford Light Rail Transit

Bus:

- Proposed Phase Two B-Line (owing subject to further study)
- Phase One B-Line
- Route to be improved
- Increased service to address overcrowding*
- Improved or Expanded Service Areas

Other Improvements (not shown on map)

- 7% Increase in HandyDART Service
- Implementing flexible service (e.g. vanpool and on-demand transit) pilots throughout the region

Additional Map Elements

- Seabus
- West Coast Express
- Urban Area
- Agricultural Land Reserve, parks & other unpopulated areas

*Projects to address overcrowding will be determined based on need closer to the date of implementation. Map is for illustrative purposes only.

3.5 SOUTH OF FRASER (NORTH DELTA, LANGLEY CITY, LANGLEY TOWNSHIP, SURREY, WHITE ROCK)

BUS IMPROVEMENTS

B-Line	New service	Scott Road B-Line (120th Street)
	Fraser Highway B-Line	Potential upgrades, such as transit priority and enhanced passenger amenities
Improve or expand service area	New service	New 68th Avenue Crosstown
	New service	East Fraser Heights
	Langley transit routes	Restructure Langley shuttle network
	501	Langley Centre/Surrey Central Station
	640	Ladner Exchange/Scott Road Station
Expand the Frequent Transit Network	323	Newton Exchange/Surrey Central Station
Extend hours of service	96	Guildford Exchange/Newton Exchange B-Line
	104	22nd St Station/Annacis Island
	324	Newton Exchange/Surrey Central Station
	341	Guildford/Langley Centre
	342	Langley Centre/Newton Exchange
	363	Southpoint/Peace Arch Hospital
	364	Langley Centre/ Scottsdale Exchange
	388	Walnut Grove/22nd Street Station
	531	White Rock Centre/Willowbrook
	595	Maple Meadows Station/Langley Centre
	C60	Langley Centre/Langley Hospital
	C75	Newton Exchange/Scottsdale
	N19	Downtown/Surrey Central Station NightBus
Reduce wait times	301	Newton Exchange/Brighthouse Station
	312	Scottsdale/Scott Road Station
	316	Surrey Central Station/Scottsdale
	325	Newton Exchange/Surrey Central Station
	341	Guildford/Langley Centre
	342	Langley Centre/Newton Exchange
	364	Langley Centre/ Scottsdale Exchange
	375	White Rock/White Rock South/Guildford
	501	Langley Centre/Surrey Central Station
	555	Lougheed Station/Carvolth Exchange
Reduce overcrowding*	351	Crescent Beach/Bridgeport Station
	555	Lougheed Station/Carvolth Exchange

SKYTRAIN IMPROVEMENTS

Expo and Millennium Line

Modernize infrastructure, including stations, power, control systems, and storage. 108 new SkyTrain cars to provide increased service on the Expo and Millennium Lines, as well as 95 new SkyTrain cars to replace aging fleet. Increase Expo and Millennium Line service during rush hours, mid-day, and weekends.

NEW RAPID TRANSIT

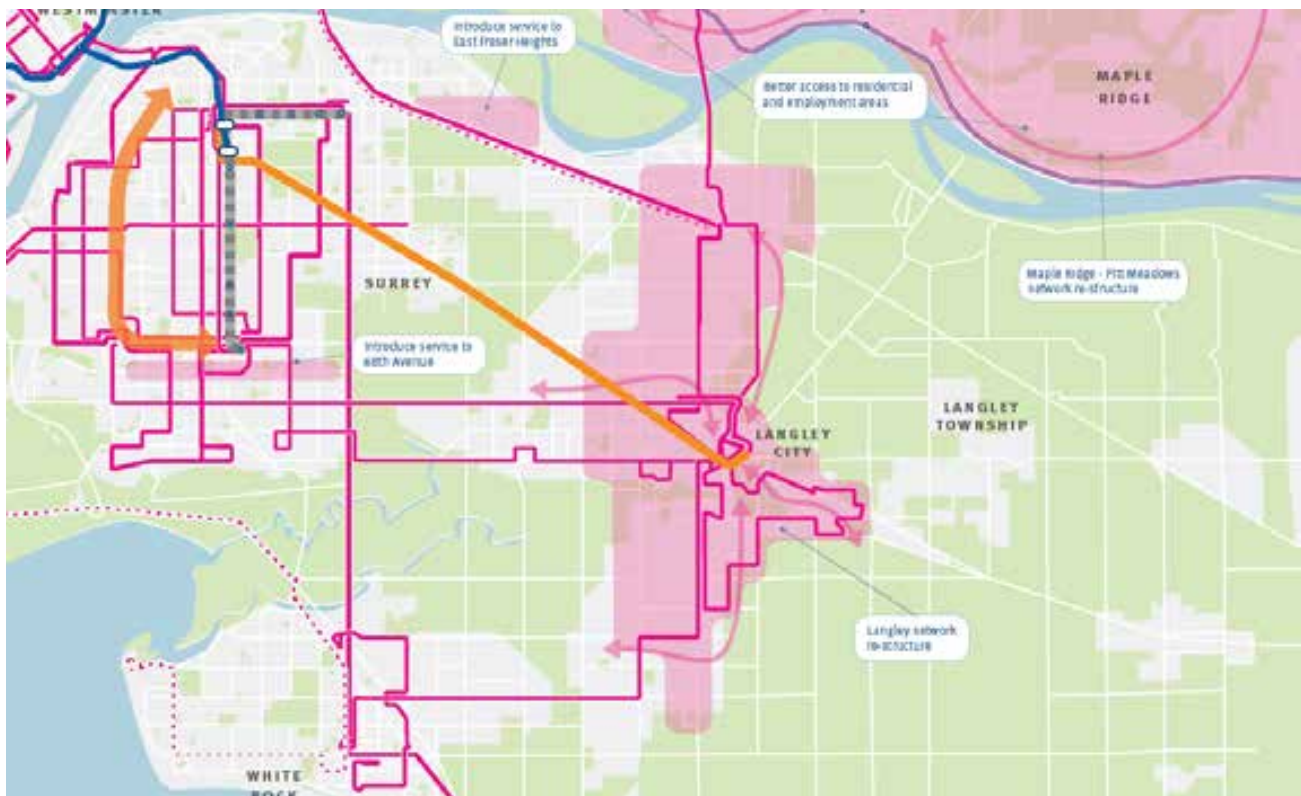
Surrey-Newton-Guildford Line

Build and operate new light rail transit on 104 Avenue and King George Boulevard.

Surrey-Langley Line

Project development and early works to prepare for new light rail transit on Fraser Highway.

**The overcrowding improvements listed above are examples only based on 2016 ridership data. The specific routes that will be selected for overcrowding improvements will be finalized closer to the date of implementation (2020-21).*



Transit Improvements

Rail:

- Canada Line
- Expo Line
- Millennium Line
- Proposed Millennium Line Broadway Extension
- Proposed Surrey-Newton-Guildford Light Rail Transit

Bus:

- Proposed Phase Two B-Line (pending subject to further study)
- Phase One B-Line
- Route to be improved
- Increased service to address overcrowding
- Improved or Expanded Service Areas

Other Improvements (not shown on map)

- 7% Increase in HandyDART Service
- Implementing flexible service (e.g. vanpool and on-demand transit) pilots throughout the region

Additional Map Elements

- Seabus
- West Coast Express
- Urban Area
- Agricultural Land Reserve, parks & other unpopulated areas

*Projects to address overcrowding will be determined based on need closer to the date of implementation. Map is for illustrative purposes only.

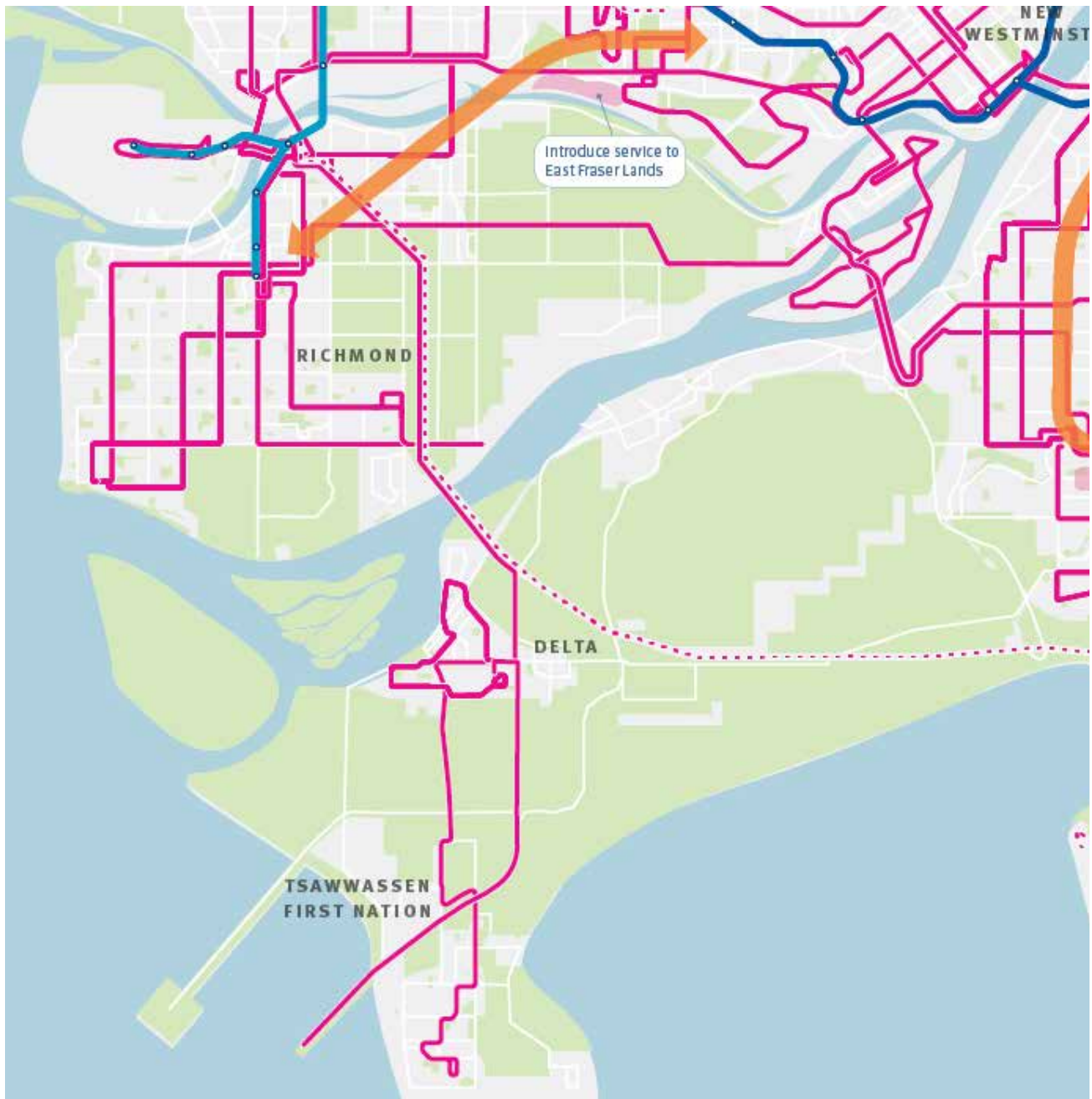
3.6 SOUTHWEST (SOUTH DELTA, RICHMOND, TSAWVASSEN FIRST NATION)

BUS IMPROVEMENTS

B-Line	New service	Richmond to Expo Line B-Line
Expand the Frequent Transit Network	403	Bridgeport Station/Three Road
	601	South Delta/Boundary Bay/Bridgeport
Extend hours of service	606	Ladner Ring
	608	Ladner Ring
	N10	Downtown/Richmond NightBus
	N10/N15	Downtown/Cambie/Richmond NightBus
Reduce wait times	301	Newton Exchange/Brighthouse Station
	401	One Road/Garden City
	402	Two Road/Brighthouse Station
	407	Gilbert/Bridgeport
Reduce overcrowding	351	Crescent Beach/Bridgeport Station

SKYTRAIN IMPROVEMENTS

Canada Line	Increase Canada Line service during rush hours, evenings, and weekends.
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Transit Improvements



Rail:

-  Canada Line
-  Expo Line
-  Millennium Line
-  Proposed Millennium Line Broadway Extension
-  Proposed Surrey-Newson - Guildford Light Rail Transit

Bus:

-  Proposed Phase Two B-Line (pending subject to further study)
-  Phase One B-Line
-  Route to be Improved
-  Increased service to address overcrowding*
-  Improved or Expanded Service Areas

Other Improvements (not shown on map)

-  7% Increase in HandyDART Service
-  Implementing flexible service (e.g. vanpool and on-demand transit) pilots throughout the region

Additional Map Elements

-  Seabus
-  West Coast Express
-  Urban Area
-  Agricultural Land Reserve, parks & other unpopulated areas

*Projects to address overcrowding will be determined based on need closer to the date of implementation. Map is for illustrative purposes only.

3.7 VANCOUVER, UBC, AND UEL

BUS IMPROVEMENTS		
B-Line	Hastings Street B-Line	Potential upgrades, such as transit priority and enhanced passenger amenities
	41st Avenue B-Line	Potential upgrades, such as transit priority and enhanced passenger amenities
Improve or expand service area	New service	East Fraser Lands (River District)
Improve directness	254/256	British Properties/Park Royal/Vancouver; Folkstone Way/Whitby Estate/Spuraway
Extend hours of service	N8	Downtown/Fraser NightBus
	N9	Downtown/Lougheed Station/Coquitlam Central Station NightBus
	N10	Downtown/Richmond NightBus
	N15	Downtown/Cambie NightBus
	N17	Downtown/UBC NightBus
	N19	Downtown/Surrey Central Station NightBus
	N20	Downtown/Victoria NightBus
	N22	Downtown/Macdonald NightBus
Reduce wait times	N24	Downtown/Lynn Valley NightBus
	26	Joyce Station/29th Avenue Station
	27	Kootenay Loop/Joyce Station
	28	Capilano University/Phibbs Exchange/Joyce Station
	44	UBC/Downtown
Reduce overcrowding*	100	22nd Street Station/Marpole Loop
	2	Macdonald-16th Ave/Burrard Station
	4	Powell/Downtown/UBC
	14	Hastings/UBC
	25	Brentwood Station/UBC
	44	UBC/Downtown
	49	Metrotown Station/Dunbar Loop/UBC
	84	UBC/VCC Station
95	UBC/Downtown	
	130	Metrotown/Hastings/Kootenay/Capilano University

SKYTRAIN IMPROVEMENTS

Expo and Millennium Line

Modernize infrastructure, including stations, power, control systems, and storage. 108 new SkyTrain cars to provide increased service on the Expo and Millennium Lines, as well as 95 new SkyTrain cars to replace aging fleet. Increase Expo and Millennium Line service during rush hours, mid-day, and weekends.

Canada Line

Increase Canada Line service during rush hours, evenings, and weekends.

NEW RAPID TRANSIT

Millennium Line Broadway Extension

Build and operate an extension of the Millennium Line along Broadway to Arbutus Street.

Rapid Transit to UBC

Planning for rapid transit to UBC Point Grey campus.

** The overcrowding improvements listed above are examples only based on 2016 ridership data. The specific routes that will be selected for overcrowding improvements will be finalized closer to the date of implementation (2020-21).*



Transit Improvements

Rail:

- Canada Line
- Expo Line
- Millennium Line
- Proposed Millennium Line Broadway Extension
- Proposed Surrey - Newton - Guildford Light Rail Transit

Bus:

- Proposed Phase Two B-Line (pending subject to further study)
- Phase One B-Line
- Route to be improved
- Increased service to address overcrowding*
- Improved or Expanded Service Areas

Other Improvements (not shown on map)

- 7% increase in HandyDART Service
- Implementing flexible service (e.g. vanpool and on-demand transit) prices throughout the region

Additional Map Elements

- Seabus
- West Coast Express
- Urban Area
- Agricultural Land Reserve, parks & other unpopulated areas

*Projects to address overcrowding will be determined based on need closer to the date of implementation. Map is for illustrative purposes only.



4. NEW FUNDING SOURCES IN THE PHASE TWO PLAN

NOTE: EXCEPT WHERE NOTED OTHERWISE, ALL FIGURES IN THIS SECTION ARE IN YEAR OF EXPENDITURE DOLLARS.

4.1 WHY IS NEW FUNDING NEEDED?

New, sustainable funding sources are required in order for our region to build and operate the transportation infrastructure that people will need both today and in the future.

Due to population growth, a strong economy, and denser, transit-oriented patterns of development, demand for transportation – especially transit – is increasing at a much faster rate than TransLink’s existing funding. From 2000 to 2016, transit ridership in our region increased 80%; in comparison, the regional population only grew 20% over the same time. While TransLink’s existing funding keeps the current transportation system running, new funding is needed in order to expand the transportation system and meet the increasing demand for transportation across the region.

To address this challenge, in collaboration with the Government of British Columbia, the Mayors’ Council on Regional Transportation has developed a proposal to fund Phase Two of the 10-Year Vision. The Phase Two Plan will require the following new funding over the next ten years: \$6.41 billion for capital investments, \$855 million for operating investments, and \$390 million for financing costs. The new services and infrastructure in the Phase Two Plan will be a major step in meeting our region’s transportation needs.

KEY MILESTONES IN REGIONAL TRANSPORTATION FUNDING

2014

JUNE Mayors' Council develops the 10-Year Vision. Mayors' Council proposes carbon tax and mobility pricing as preferred new funding sources for the 10-Year Vision, as well as land value capture as a supporting new funding source.

DECEMBER Mayors' Council and Province agree to a regional plebiscite on increasing the provincial sales tax by 0.5% to fund the 10-Year Vision.

2015

JULY Plebiscite to increase the provincial sales tax does not pass.

NOVEMBER Mayors' Council develops "fair-share" funding framework for cost-sharing between region, provincial and federal governments.

2016

JUNE Federal government commits funding for Phase One of the 10-Year Vision through the Public Transit Infrastructure Fund Program.
Provincial government commits funding to Phase One of the 10-Year Vision.

SEPTEMBER Mayors' Council proposes regional funding sources for Phase One of the 10-Year Vision. The public provides input on Phase One of the 10-Year Vision during the consultation period.

NOVEMBER TransLink Board and Mayors' Council approve the Phase One Plan.

2017

MARCH Federal government commits funding for Phase Two of the 10-Year Vision through the Public Transit Infrastructure Fund Program.

JULY TransLink Board and Mayors' Council approve an update to the Phase One Plan.

SEPTEMBER Provincial government commits funding to Phase Two of the 10-Year Vision.

2018

MARCH Provincial government removes plebiscite requirement for new transportation funding sources.

APRIL Mayors' Council proposes regional funding sources for Phase Two of the 10-Year Vision.
Public consultation on Phase Two of the 10-Year Vision begins. Provide your input on Phase Two of the 10-Year Vision during the consultation period at an in-person event or online: tenyearvision.translink.ca.

4.2 A PARTNERSHIP BETWEEN ALL THREE LEVELS OF GOVERNMENT

The Phase Two Plan includes funding from all three levels of government: federal, provincial, and regional.

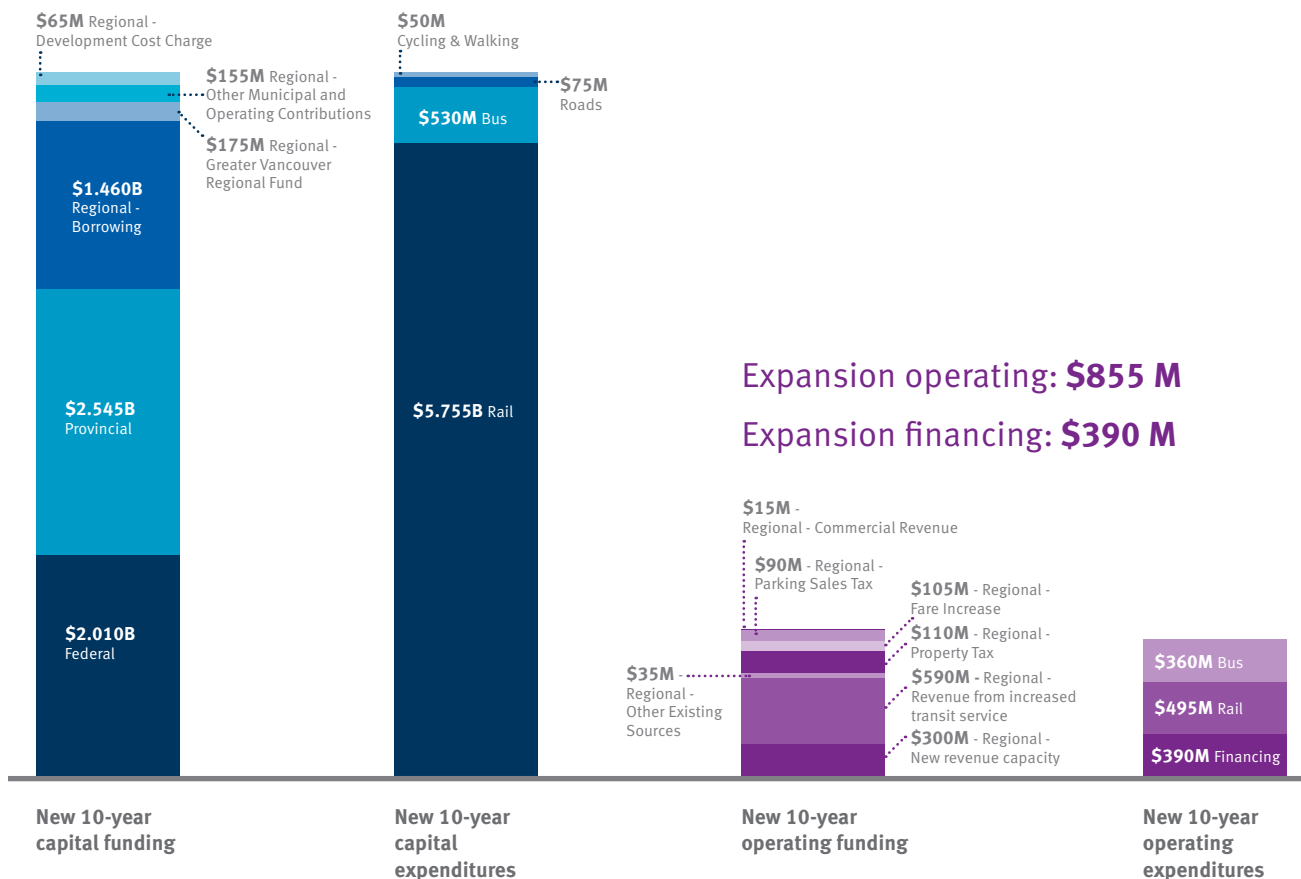
The Government of Canada and Government of British Columbia have committed an unprecedented amount of funding to cost-share the new transportation investments in the Phase Two Plan. TransLink has requested:

- \$2.01 billion from the Government of Canada for the capital costs of Phase Two projects, and
- \$2.55 billion from the Government of British Columbia for their commitment to contribute 40% of the capital costs of Phase Two projects.

With the availability of this new federal and provincial funding, the region has a chance to improve the transportation system at a substantially lower cost to local taxpayers.

WHAT'S NEW IN PHASE TWO (2018-27)

Expansion capital: **\$6.410 B**



Senior government contributions are subject to change pending final approval of the rapid transit business cases by both senior governments.

Borrowing includes both TransLink borrowing and private financing.

Rail capital includes Phase Two costs of Millennium Line Broadway Extension, Surrey-Newton-Guildford Line, Expo and Millennium Line upgrades, project development for Surrey-Langley Line project development, and planning for potential gondola to SFU Burnaby campus.

4.3 A FAIR AND BALANCED APPROACH TO REGIONAL FUNDING

Together, the capital contributions from the Government of Canada and Government of British Columbia are equivalent to 60% of the total new expenditures in the Phase Two Plan (capital, operating, and financing combined). To fully leverage these new federal and provincial contributions, the region must also provide its share of funding for the Phase Two Plan, approximately 40% of the total new expenditures. Most of the regional share will come from TransLink and other regional government resources, such as: borrowing and private financing; future revenues, such as gas tax revenues allocated through the Greater Vancouver Regional Fund and anticipated fare revenues from increased transit ridership; and new TransLink revenue capacity, to be enabled by the Government of British Columbia.

To complete the regional share, the Mayors' Council proposes the following changes to regional funding for transportation:

- **Transit fare increase:** an increase to transit fares in 2020 and 2021 (10 to 15 cents on a single fare, 50 cents to \$1 on a monthly pass), in addition to increases approved in the Phase One Plan.
- **Parking sales tax increase:** a 3% increase to the parking sales tax beginning in 2019.
- **Property tax increase:** an increase to property taxes beginning in 2019, estimated at \$5.50 per average household.
- **Development cost charge (DCC):** an increase in annual revenues generated by the Development Cost Charge (DCC) for transit.
- **Commercial revenues:** collection of new commercial revenues (retail, filming, fibre optics) around SkyTrain infrastructure.

The proposed changes are intended to be modest and balanced across Metro Vancouver residents. The changes would affect transit users, drivers, property owners, and real estate developers. The revenue from the proposed changes would fund approximately 5% of the total new expenditures in the Phase Two Plan, or an average of \$43 million annually beginning in 2019.

Transit Fares

Fares are an important source of funding for transit service. TransLink currently recovers more than half of its transit operating costs from fares.

What is the proposed change in the Phase Two Plan?

The Phase Two Plan proposes an increase to transit fares in 2020 and 2021, in addition to the increases approved in the Phase One Plan. Conventional and custom transit cash fares and discounted stored value rates would increase 10 to 15 cents, while monthly passes would increase 50 cents to \$1 beyond the rates in the Phase One Plan; West Coast Express fares would not increase beyond the rates in the Phase One Plan. Forecasts indicate that as a result of these fare increases, transit users would pay an average of 2% more per transit journey over the next 10 years than they would have otherwise paid.

To minimize affordability impacts, the proposed fare increases are small and gradual. Discounted fares will continue to be available to customers who use the Compass card. The Phase Two fare increases have been timed to match the start date of new transit services so that customers will directly experience improved transit service as a result of increased fare revenues. Actual fare increases will continue to be reviewed and voted on by the TransLink Board each year before they are implemented.

With both the Phase One and Phase Two fare increases:

- By 2021, a youth or senior would pay \$59.50 for unlimited travel across the region on a monthly pass (an increase of \$6.50 compared to today), and an adult would pay \$105 to 189 for a monthly pass, depending on the number of zones (an increase of \$12 to 17 compared to today). These prices are comparable to those of similar transit passes in Toronto and Montreal today.
- By 2021, a youth or senior who takes transit only a few times a month on weekday evenings or weekends would pay \$2.15 for a trip of any distance with a Compass card (an increase of 35 cents compared to today), and an adult would pay \$2.70 for a trip of any distance with a Compass Card (an increase of 50 cents compared to today). During those times, people can travel all the way from Maple Ridge to Vancouver, or from Delta to Bowen Island, on a one-zone fare – a much farther distance than is possible for that price in other regions in Canada.

The appendix includes a detailed table of proposed fares for every fare product type, including both the Phase One and Phase Two fare increases.

NEW, SUSTAINABLE FUNDING SOURCES ARE REQUIRED
IN ORDER FOR OUR REGION TO BUILD AND OPERATE THE
TRANSPORTATION INFRASTRUCTURE THAT PEOPLE WILL
NEED BOTH **TODAY AND IN THE FUTURE.**



Phase Two – annual incremental increases compared to Phase One Plan

FARE PRODUCT			2018-19	2020	2021	2022-27	Total increase over Phase One Plan fares
Conventional transit	Adult	Cash	-	\$0.10	\$0.05	-	\$0.15
		Stored Value*	-	\$0.10	\$0.05	-	\$0.15
		DayPass	-	-	\$0.25	-	\$0.25
		Monthly Pass	-	-	\$1.00	-	\$1.00
	Concession	Cash	-	\$0.05	\$0.05	-	\$0.10
		Stored Value*	-	\$0.05	\$0.05	-	\$0.10
		DayPass	-	-	\$0.25	-	\$0.25
			-	-	\$0.50	-	\$0.50
			-	-	\$1.00	-	\$1.00
Custom transit	Cash	-	\$0.10	\$0.05	-	\$0.15	
	Stored Value*	-	\$0.10	\$0.05	-	\$0.15	
	Monthly Pass	-	-	\$1.00	-	\$1.00	
West Coast Express	All	-	-	-	-	-	

*Discounted rate from the cash fare product.

Phase Two – proposed fares by year, including increases already approved in Phase One Plan

FARE PRODUCT			2017	2018	2019	2020	2021	
CONVENTIONAL TRANSIT								
Adult	Cash	1-zone	\$2.85	\$2.95	\$3.00	\$3.20	\$3.35	
		2-zone	\$4.10	\$4.20	\$4.25	\$4.50	\$4.65	
		3-zone	\$5.60	\$5.70	\$5.75	\$6.00	\$6.25	
		Stored Value*	1-zone	\$2.20	\$2.30	\$2.40	\$2.55	\$2.70
			2-zone	\$3.25	\$3.35	\$3.45	\$3.65	\$3.80
			3-zone	\$4.30	\$4.40	\$4.50	\$4.75	\$4.90
	DayPass	All zones	\$10.00	\$10.25	\$10.50	\$10.75	\$11.50	
	Monthly Pass	1-zone	\$93.00	\$95.00	\$98.00	\$101.00	\$105.00	
		2-zone	\$126.00	\$128.00	\$131.00	\$135.00	\$140.00	
		3-zone	\$172.00	\$174.00	\$177.00	\$182.00	\$189.00	
	Concession	Cash	1-zone	\$1.80	\$1.90	\$2.00	\$2.10	\$2.20
			2-zone	\$2.80	\$2.90	\$3.00	\$3.15	\$3.30
3-zone			\$3.80	\$3.90	\$4.00	\$4.15	\$4.35	
Stored Value*		1-zone	\$1.80	\$1.85	\$1.95	\$2.05	\$2.15	
		2-zone	\$2.80	\$2.85	\$2.95	\$3.05	\$3.20	
		3-zone	\$3.80	\$3.85	\$3.95	\$4.10	\$4.30	
DayPass		All zones	\$7.75	\$8.00	\$8.25	\$8.50	\$9.00	
Monthly Pass		All zones	\$53.00	\$54.00	\$56.00	\$58.00	\$59.50	
CUSTOM TRANSIT								
Cash	All zones	\$2.85	\$2.95	\$3.00	\$3.20	\$3.35		
Stored Value*	All zones	\$2.20	\$2.30	\$2.40	\$2.55	\$2.70		
Monthly Pass	All zones	\$93.00	\$95.00	\$98.00	\$101.00	\$105.00		

*Discounted rate from the cash fare product. Note: Fares shown in table are assumed to be effective on July 1 of each year.

WHAT ARE FARE “TARGETS”?

In 2008, provincial legislation established a “target”, or benchmark, for TransLink cash fares and DayPasses. Provincial legislation defines the “target” for these fare products as 2008 fare rates increased by 2% per year. Fare increases that exceed the “target” must be approved by the Mayors’ Council.

In the last decade, TransLink has maintained fares far below the “target”. The Phase One Plan included gradual fare increases so that some fare products would meet the “target” rates beginning in 2021. Because the Phase Two Plan includes additional fare increases beyond those approved in the Phase One Plan, cash fares would exceed the “target” rates by 10 to 15 cents and DayPasses would exceed the “target” rates by 25 cents in the next ten years. TransLink has submitted an application to the Mayors’ Council to increase fares to these rates.

TRANSIT FARE REVIEW

Through the Transit Fare Review, TransLink is developing recommendations for making the transit fare structure more simple, fair, and affordable. The Transit Fare Review included three phases of public consultation in 2016 and 2017. Once the Transit Fare Review is completed, the fare rates proposed in the Phase Two Plan will be updated to reflect any recommended improvements to the transit fare structure.

Parking Sales Tax

TransLink currently administers a 21% parking sales tax for all off-street paid parking (hourly, monthly, and annually) within TransLink’s service area in Metro Vancouver.

What is the proposed change in the Phase Two Plan?

The Phase Two Plan proposes increasing the parking sales tax rate by 3 percentage points, from 21% to 24%, beginning in 2019. For a parkade that charges \$5 per hour, this would increase the cost of parking by 12 cents per hour. An amendment to provincial legislation is required in order for TransLink to make this change.

2017 PER HOUR RATE	ESTIMATED ADDITIONAL PARKING SALES TAX
\$1	\$0.02
\$2	\$0.05
\$3	\$0.07
\$4	\$0.10
\$5	\$0.12
\$6	\$0.15

Property Tax

A portion of property taxes collected in the region is used to support transit, roads, bridges, and walking and cycling infrastructure.

What is the proposed change in the Phase Two Plan?

The Phase Two Plan proposes a moderate increase to property taxes, in addition to the increases already approved in the Phase One Plan. On average, the proposed increase is estimated to be an additional \$5.50 per household each year beginning in 2019.

PROPOSED TRANSLINK PROPERTY TAX ADJUSTMENT: RESIDENTIAL			
Assessed Value of Residential Property	Estimated 2019 TransLink Property Tax (without proposed increase)	Estimated 2019 TransLink Property Tax (with proposed increase)	Estimated Additional Annual Increase per Residential Property
\$250,000	\$50	\$52	\$2
\$500,000	\$100	\$103	\$3
\$750,000	\$150	\$155	\$5
\$1,000,000	\$201	\$206	\$5
\$2,000,000	\$401	\$412	\$11

PROPOSED TRANSLINK PROPERTY TAX ADJUSTMENT: COMMERCIAL			
Assessed Value of Business Property	Estimated 2019 TransLink Property Tax (without proposed increase)	Estimated 2019 TransLink Property Tax (with proposed increase)	Estimated Additional Annual Increase per Business Property
\$0.5 million	\$369	\$380	\$11
\$1.0 million	\$739	\$759	\$20
\$2.0 million	\$1,477	\$1,518	\$41
\$5.0 million	\$3,694	\$3,795	\$101
\$10.0 million	\$7,387	\$7,590	\$203
\$20.0 million	\$14,774	\$15,180	\$406

Development Cost Charge

Development Cost Charges (DCCs) are fees that real estate developers pay towards the capital costs of certain types of new public infrastructure. Because new development increases demand on public infrastructure, the purpose of DCCs is to ensure that a fair share of infrastructure costs is paid for by new development. Local governments would collect the DCCs from developers on behalf of TransLink when issuing approvals or permits for new development. The DCCs would be collected throughout the entire transportation service region, Metro Vancouver.

Provided the DCC rates are set carefully, the cost of a DCC is borne by land owners who are selling property for development, not by homeowners or renters. The DCCs will be waived for certain types of affordable rental housing projects. The DCCs were identified as a funding source for TransLink in the Phase One Plan. TransLink continues to consult with stakeholders on how to implement the DCCs in ways that will not reduce housing affordability or slow development.

What is the proposed change in the Phase Two Plan?

The Phase Two Plan proposes collecting \$7.5 million in new revenues from development cost charges (DCCs) starting in 2020, in addition to the DCC revenues already approved in the Phase One Plan. An amendment to provincial legislation is required in order for the Mayors' Council to levy DCCs for regional transportation.

DEVELOPMENT TYPE	PHASE ONE DCC RATES ANTICIPATED TO GENERATE \$21.5 MILLION PER YEAR	INCREASE TO DCC RATES UNDER PHASE TWO
Single Family	\$2,100 per unit	To be set to generate an additional \$7.5 million per year in revenues, starting in 2020 – under consultation with stakeholders
Townhouse	\$1,900 per unit	
Apartment	\$1,200 per unit	
Retail/Service	\$1.00 per square foot	
Office, Institutional	\$0.50 per square foot	
Industrial	\$0.50 per square foot	

Note: Figures in table are in 2017 dollars.

Commercial opportunities

TransLink generates revenue from a variety of transit-related commercial opportunities.

What is the proposed change in the Phase Two Plan?

TransLink and the City of Vancouver have reached an agreement for expanded commercial rights access around SkyTrain infrastructure. These commercial rights include revenue from new commercial retail units, licensing fees on fibre optics, and permitting fees from filming. The commercial rights are estimated to generate an average of \$1.7 million per year in new revenues for TransLink.

APPENDIX

Phase Two – proposed fares by year, including increases already approved in Phase One Plan

				2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total increase 2018-27			
SHORT TERM FARE PRODUCTS																	
Conventional transit	Adult	Cash	1-zone	\$2.95	\$3.00	\$3.20	\$3.35	\$3.45	\$3.50	\$3.55	\$3.65	\$3.70	\$3.75	\$0.80			
			2-zone	\$4.20	\$4.25	\$4.50	\$4.65	\$4.80	\$4.95	\$5.10	\$5.20	\$5.40	\$5.55	\$1.35			
			3-zone	\$5.70	\$5.75	\$6.00	\$6.25	\$6.45	\$6.60	\$6.80	\$7.00	\$7.20	\$7.40	\$1.70			
			Day Pass	All zones	\$10.25	\$10.50	\$10.75	\$11.50	\$11.75	\$12.00	\$12.50	\$12.75	\$13.00	\$13.25	\$3.00		
	Concession	Cash	1-zone	\$1.90	\$2.00	\$2.10	\$2.20	\$2.30	\$2.35	\$2.40	\$2.50	\$2.55	\$2.65	\$2.65	\$0.75		
			2-zone	\$2.90	\$3.00	\$3.15	\$3.30	\$3.40	\$3.45	\$3.50	\$3.60	\$3.65	\$3.70	\$3.70	\$0.80		
			3-zone	\$3.90	\$4.00	\$4.15	\$4.35	\$4.45	\$4.60	\$4.75	\$4.90	\$5.00	\$5.15	\$5.15	\$1.25		
				Day Pass	All zones	\$8.00	\$8.25	\$8.50	\$9.00	\$9.25	\$9.50	\$9.75	\$10.00	\$10.25	\$10.25	\$2.25	
				Cash	All zones	\$2.95	\$3.00	\$3.20	\$3.35	\$3.45	\$3.50	\$3.55	\$3.65	\$3.70	\$3.75	\$0.80	
			Cash	All zones	\$2.95	\$3.00	\$3.20	\$3.35	\$3.45	\$3.50	\$3.55	\$3.65	\$3.70	\$3.75	\$0.80		
West Coast Express	Adult	Cash, one-way	1/2-zone	\$5.70	\$5.75	\$5.90	\$6.10	\$6.30	\$6.45	\$6.65	\$6.85	\$7.05	\$7.25	\$1.55			
			3-zone	\$7.45	\$7.50	\$7.70	\$7.95	\$8.20	\$8.45	\$8.70	\$8.95	\$9.20	\$9.50	\$2.05			
			4-zone	\$9.20	\$9.25	\$9.55	\$9.80	\$10.10	\$10.40	\$10.70	\$11.05	\$11.40	\$11.70	\$2.50			
			5-zone	\$12.45	\$12.50	\$12.90	\$13.25	\$13.65	\$14.05	\$14.50	\$14.95	\$15.35	\$15.85	\$3.40			
					Cash, return ticket	1/2-zone	\$10.75	\$11.00	\$11.35	\$11.65	\$12.00	\$12.40	\$12.75	\$13.15	\$13.55	\$13.80	\$3.05
					3-zone	\$14.25	\$14.50	\$14.95	\$15.40	\$15.85	\$16.30	\$16.80	\$17.30	\$17.85	\$18.20	\$3.95	
					4-zone	\$17.50	\$17.75	\$18.30	\$18.85	\$19.40	\$20.00	\$20.60	\$21.20	\$21.85	\$22.50	\$5.00	
					5-zone	\$23.50	\$23.75	\$24.45	\$25.20	\$25.95	\$26.75	\$27.55	\$28.35	\$29.20	\$30.10	\$6.60	
	Concession	Cash, one-way	1/2-zone	\$3.40	\$3.50	\$3.60	\$3.70	\$3.80	\$3.95	\$4.05	\$4.20	\$4.25	\$4.35	\$4.35	\$0.95		
			3-zone	\$4.40	\$4.50	\$4.65	\$4.75	\$4.90	\$5.05	\$5.20	\$5.35	\$5.55	\$5.70	\$5.70	\$1.30		
			4-zone	\$5.65	\$5.75	\$5.90	\$6.10	\$6.30	\$6.45	\$6.65	\$6.85	\$7.05	\$7.25	\$7.25	\$1.60		
					5-zone	\$7.65	\$7.75	\$8.00	\$8.20	\$8.45	\$8.70	\$9.00	\$9.25	\$9.55	\$9.80	\$2.15	
					Cash, return ticket	1/2-zone	\$6.75	\$7.00	\$7.20	\$7.40	\$7.55	\$7.70	\$7.85	\$8.05	\$8.20	\$8.35	\$1.60
						3-zone	\$8.75	\$9.00	\$9.25	\$9.55	\$9.85	\$10.05	\$10.30	\$10.50	\$10.70	\$10.90	\$2.15
				4-zone	\$11.00	\$11.25	\$11.60	\$11.95	\$12.30	\$12.65	\$13.05	\$13.40	\$13.70	\$13.95	\$2.95		
				5-zone	\$15.00	\$15.25	\$15.70	\$16.20	\$16.65	\$17.15	\$17.70	\$18.20	\$18.75	\$19.30	\$4.30		

				2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total increase 2018-27	
DISCOUNTED OR NON-SHORT TERM FARE PRODUCTS															
Conventional transit	Adult	Stored Value	1-zone	\$2.30	\$2.40	\$2.55	\$2.70	\$2.75	\$2.85	\$2.95	\$3.00	\$3.10	\$3.20	\$0.90	
			2-zone	\$3.35	\$3.45	\$3.65	\$3.80	\$3.90	\$4.05	\$4.15	\$4.25	\$4.40	\$4.50	\$1.15	
			3-zone	\$4.40	\$4.50	\$4.75	\$4.90	\$5.05	\$5.20	\$5.35	\$5.50	\$5.70	\$5.85	\$1.45	
	Monthly Pass	1-zone	\$95.00	\$98.00	\$101.00	\$105.00	\$108.00	\$111.00	\$114.00	\$116.00	\$119.00	\$121.00	\$121.00	\$26.00	
		2-zone	\$128.00	\$131.00	\$135.00	\$140.00	\$144.00	\$148.00	\$153.00	\$157.00	\$161.00	\$165.00	\$165.00	\$37.00	
		3-zone	\$174.00	\$177.00	\$182.00	\$189.00	\$194.00	\$200.00	\$206.00	\$212.00	\$219.00	\$225.00	\$225.00	\$51.00	
	Concession	Stored Value	1-zone	\$1.85	\$1.95	\$2.05	\$2.15	\$2.25	\$2.25	\$2.30	\$2.35	\$2.40	\$2.45	\$2.45	\$0.60
			2-zone	\$2.85	\$2.95	\$3.05	\$3.20	\$3.25	\$3.30	\$3.35	\$3.45	\$3.50	\$3.60	\$3.60	\$0.75
			3-zone	\$3.85	\$3.95	\$4.10	\$4.30	\$4.40	\$4.55	\$4.70	\$4.75	\$4.85	\$4.95	\$4.95	\$1.10
		Monthly Pass	All zones	\$54.00	\$56.00	\$58.00	\$59.50	\$61.50	\$63.50	\$65.50	\$66.50	\$67.50	\$69.50	\$15.50	
Custom transit		Stored Value	All zones	\$2.30	\$2.40	\$2.55	\$2.70	\$2.75	\$2.85	\$2.95	\$3.00	\$3.10	\$3.20	\$0.90	
		Monthly Pass	All zones	\$95.00	\$98.00	\$101.00	\$105.00	\$108.00	\$111.00	\$114.00	\$116.00	\$119.00	\$121.00	\$26.00	
West Coast Express	Adult	Stored Value, one-way	1/2-zone	\$4.80	\$4.90	\$5.05	\$5.20	\$5.35	\$5.50	\$5.70	\$5.85	\$6.05	\$6.20	\$1.40	
			3-zone	\$6.25	\$6.35	\$6.55	\$6.75	\$6.95	\$7.15	\$7.35	\$7.60	\$7.80	\$8.05	\$1.80	
			4-zone	\$7.65	\$7.75	\$8.00	\$8.20	\$8.45	\$8.70	\$9.00	\$9.25	\$9.55	\$9.80	\$2.15	
			5-zone	\$10.40	\$10.50	\$10.80	\$11.15	\$11.45	\$11.80	\$12.15	\$12.55	\$12.90	\$13.30	\$2.90	
			Stored Value, return pass	1/2-zone	\$10.50	\$10.75	\$11.05	\$11.40	\$11.75	\$12.10	\$12.35	\$12.60	\$12.85	\$13.15	\$2.65
		3-zone	\$13.50	\$13.75	\$14.15	\$14.60	\$15.00	\$15.50	\$15.95	\$16.40	\$16.90	\$17.30	\$3.80		
		4-zone	\$16.75	\$17.00	\$17.50	\$18.05	\$18.60	\$19.15	\$19.70	\$20.30	\$20.90	\$21.45	\$4.70		
		5-zone	\$22.50	\$22.75	\$23.45	\$24.15	\$24.85	\$25.60	\$26.35	\$27.15	\$28.00	\$28.80	\$6.30		
		Monthly Pass	1/2-zone	\$155.75	\$158.75	\$164.00	\$168.00	\$173.00	\$179.00	\$184.00	\$190.00	\$195.00	\$201.00	\$45.25	
	3-zone	\$205.00	\$208.00	\$214.00	\$221.00	\$227.00	\$234.00	\$241.00	\$248.00	\$256.00	\$263.00	\$58.00			
	4-zone	\$248.00	\$251.00	\$259.00	\$266.00	\$274.00	\$283.00	\$291.00	\$300.00	\$309.00	\$318.00	\$70.00			
	5-zone	\$339.75	\$342.75	\$353.00	\$364.00	\$375.00	\$386.00	\$397.00	\$409.00	\$422.00	\$434.00	\$94.25			
	Concession	Stored Value, one-way	1/2-zone	\$2.80	\$2.90	\$3.00	\$3.10	\$3.15	\$3.25	\$3.35	\$3.45	\$3.55	\$3.65	\$0.85	
			3-zone	\$3.60	\$3.70	\$3.80	\$3.95	\$4.05	\$4.15	\$4.30	\$4.40	\$4.55	\$4.70	\$1.10	
			4-zone	\$4.70	\$4.80	\$4.95	\$5.10	\$5.25	\$5.40	\$5.55	\$5.75	\$5.90	\$6.10	\$1.40	
			5-zone	\$6.35	\$6.45	\$6.65	\$6.85	\$7.05	\$7.25	\$7.50	\$7.70	\$7.95	\$8.15	\$1.80	
			Stored Value, return pass	1/2-zone	\$6.50	\$6.75	\$6.90	\$7.05	\$7.20	\$7.35	\$7.50	\$7.65	\$7.80	\$7.95	\$1.45
		3-zone	\$8.25	\$8.50	\$8.75	\$9.00	\$9.30	\$9.55	\$9.75	\$9.95	\$10.15	\$10.35	\$2.10		
4-zone		\$10.50	\$10.75	\$11.05	\$11.40	\$11.75	\$12.10	\$12.45	\$12.75	\$13.00	\$13.25	\$2.75			
5-zone		\$14.25	\$14.50	\$14.95	\$15.40	\$15.85	\$16.30	\$16.80	\$17.30	\$17.85	\$18.30	\$4.05			
Monthly Pass		1/2-zone	\$95.00	\$97.00	\$100.00	\$103.00	\$106.00	\$109.00	\$112.00	\$116.00	\$119.00	\$123.00	\$28.00		
3-zone	\$126.50	\$128.50	\$132.00	\$136.00	\$140.00	\$145.00	\$149.00	\$153.00	\$158.00	\$163.00	\$36.50				
4-zone	\$156.25	\$158.25	\$163.00	\$168.00	\$173.00	\$178.00	\$183.00	\$189.00	\$195.00	\$200.00	\$43.75				
5-zone	\$219.25	\$221.25	\$228.00	\$235.00	\$242.00	\$249.00	\$256.00	\$264.00	\$272.00	\$280.00	\$60.75				

