

# 2014 Base Plan Summary

OCTOBER 3, 2013

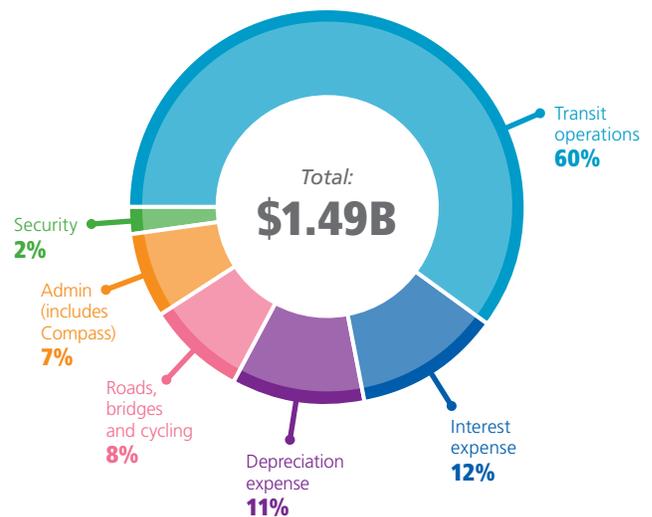
TransLink is performing well and is starting 2014 in a more favourable financial position than expected. TransLink's transit services also continue to earn an all-time high customer satisfaction rating of 7.7 out of 10.

New services were introduced in 2012 and 2013, including the new 96 B-Line service on King George Boulevard and the 555 Rapid Bus service along Highway 1. Ongoing management of the Major Road Network (MRN) is improving regional traffic flow, and supporting the timely and reliable movement of goods and services. TransLink is also partnering successfully with municipalities to improve and connect cycling infrastructure across the region.

## WHAT IS A BASE PLAN?

The Base Plan is comprised of a three-year fully-funded plan and a seven-year outlook which outline the strategic initiatives, transportation programs and services that TransLink will deliver. Development of the Base Plan is guided by the goals set out in the Regional Transportation Strategy, TransLink's long range transportation strategy for Metro Vancouver.

## 2014 Base Plan Expenditures

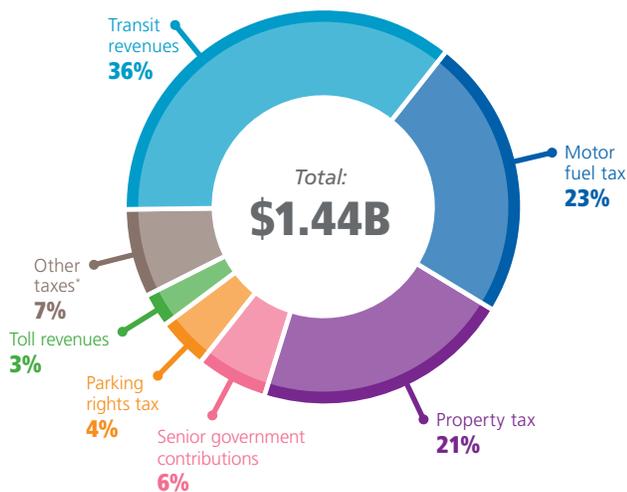


In the 2014 Base Plan, TransLink will:

- Maintain commitments from last year's plan, including:
  - Maintaining total transit service hours
  - Continuing current levels of funding for the MRN and regional cycling
  - Moving ahead with seven SkyTrain station upgrades
  - Meeting commitments for Evergreen Line contributions

- Provide additional funding for necessary rehabilitation to the BC Parkway and Pattullo Bridge
- Serve more passengers with the same levels of transit investment by:
  - Continuing to move bus service from lower performing routes to those with higher demand
  - Maintaining coverage service where there is a minimum level of demand

## 2014 Base Plan Revenues



\*Other Taxes: Other taxes, Canada Line Credit, Interest Revenue

The 2014 Base Plan relies on existing revenue sources, which have the following assumptions:

- Maintain fuel tax rate at \$0.17 per litre
- Property tax revenues increase at the allowable rate of 3% per year
- Annual allowable transit fare increases (2% per year) will resume in 2015
- Golden Ears Bridge toll rates increase with inflation annually
- No change to hydro levy, replacement tax and parking rights tax

Despite TransLink's more favourable financial position in 2014, the plan assumes an annual deficit until 2020 and anticipates financial challenges through the Plan and Outlook periods. Fuel tax, TransLink's second largest revenue source, is forecast to decline, and a new sustainable funding source has not yet been identified. TransLink will continue to rely on the sale of real estate assets to fund operations.

## Looking Ahead

The number of people using transit is expected to continue to grow, however current funding levels cannot keep pace with the targets set out in the Regional Transportation Strategy. For example, increases in transit services since 2009 have been overtaken by population growth. Per capita service levels have begun to decline and will continue to do so without new funding.

There are clear and urgent public and political calls for more investment, specifically the desire for rapid transit in Surrey and along the Broadway corridor in Vancouver, as well as the need for more bus service across the region and more investment in roads and cycling. The dialogue with the region on the Regional Transportation Strategy and the feedback generated in the 2014 provincially mandated referendum will be important in clarifying what future the region wants, as well as the options stakeholders and taxpayers prefer. This will ensure our region can achieve that future in a timely and affordable way.