




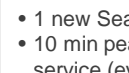





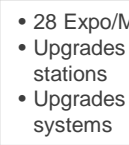
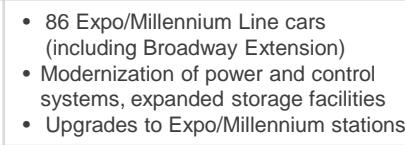
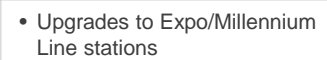

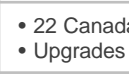

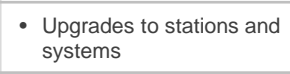

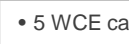


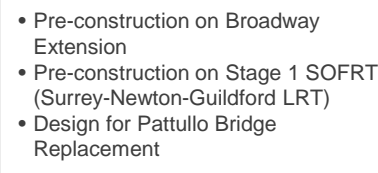
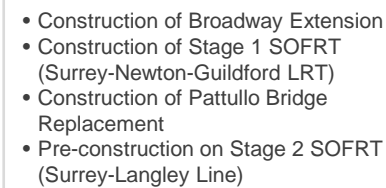
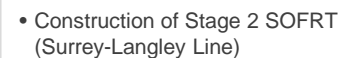

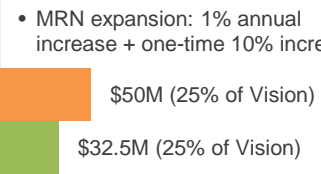
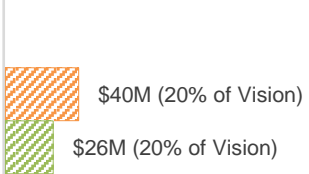
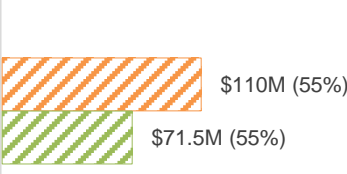

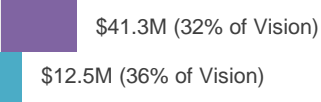
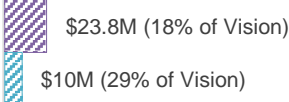


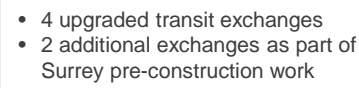
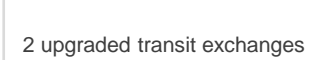
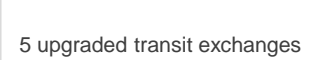


Joint Public Meeting

TransLink Board of Directors
Mayors' Council on Regional Transportation

May 25th, 2017

Completing the 10-Year Vision for Metro Vancouver Transit & Transportation

	Entire 10-Year Vision	Phase One Approved / Underway	Phase Two Working Assumptions	Phase Three Remaining Investments
Bus	 25% increase in service 11 new B-Lines 10 new service areas	 10% increase in service 5 new B-Lines 5 new service areas	 6% increase in service 2 new B-Lines	 9% increase in service 4 new B-Lines 5 new service areas
SeaBus	 • 1 new SeaBus • 10 min peak frequency; all-day FTN service (every 15 mins or better)	 • 1 new SeaBus • 10 min peak frequency; all-day FTN service (every 15 mins or better)		
HandyDART	 30% increase in service	 15% increase in service	 7% increase in service	 8% increase in service
Expo & Millennium Lines	 • 114 Expo/Millennium Line cars • Modernization of power and control systems, expanded storage facilities • Upgrades to Expo/Millennium Line stations	 • 28 Expo/Millennium Lines cars • Upgrades to Expo/Millennium stations • Upgrades to power and control systems	 • 86 Expo/Millennium Line cars (including Broadway Extension) • Modernization of power and control systems, expanded storage facilities • Upgrades to Expo/Millennium stations	 • Upgrades to Expo/Millennium Line stations
Canada Line	 • 22 Canada Line cars • Upgrades to stations and systems	 • 22 Canada Line cars • Upgrades to stations and systems	 • Upgrades to stations and systems	 • Upgrades to stations and systems
West Coast Express	 • 10 WCE cars + locomotive	 • 5 WCE cars + 1 new locomotive		 • 5 WCE cars
Major Projects	 • Millennium Line Broadway Extension • South of Fraser Rapid Transit (SOFRT) • Pattullo Bridge Replacement	 • Pre-construction on Broadway Extension • Pre-construction on Stage 1 SOFRT (Surrey-Newton-Guildford LRT) • Design for Pattullo Bridge Replacement	 • Construction of Broadway Extension • Construction of Stage 1 SOFRT (Surrey-Newton-Guildford LRT) • Construction of Pattullo Bridge Replacement • Pre-construction on Stage 2 SOFRT (Surrey-Langley Line)	 • Construction of Stage 2 SOFRT (Surrey-Langley Line)
Major Roads Network (MRN)	 • MRN expansion: 1% annual increase + one-time 10% increase MRN upgrades: \$200M MRN seismic: \$130M	 • MRN expansion: 1% annual increase + one-time 10% increase \$50M (25% of Vision) \$32.5M (25% of Vision)	 \$40M (20% of Vision) \$26M (20% of Vision)	 \$110M (55%) \$71.5M (55%)
Walking & Cycling	 Regional Cycling \$131M Walking Access to Transit: \$35M	 \$41.3M (32% of Vision) \$12.5M (36% of Vision)	 \$23.8M (18% of Vision) \$10M (29% of Vision)	 \$65.9M (50% of Vision) \$12.5M (36% of Vision)
Transit Exchanges	 13 new or expanded transit exchanges	 • 4 upgraded transit exchanges • 2 additional exchanges as part of Surrey pre-construction work	 2 upgraded transit exchanges	 5 upgraded transit exchanges

Phase One investments dependent on enabling legislation for new regional development fee

Working assumptions as of Feb 2017

Subject to refinement after Phase Two

DRAFT FOR DISCUSSION

#Cure Congestion Call to Action

Our “ask” of all
parties

We need the next provincial government to take the following actions by Fall 2017, so we can complete the 10-Year Vision:

1. Follow through on the current government’s commitment to match the federal government, dollar for dollar, in its investment of \$2.2 billion towards rapid transit improvements and the construction of Broadway Subway and Surrey LRT.
2. Support essential upgrades to the existing SkyTrain network by investing a \$360 million share towards additional rail cars and station upgrades, to address overcrowding and ready the system for expected future demand.
3. Follow through on the existing provincial commitment to provide at least 1/3 of the capital costs towards replacing the aging Pattullo Bridge, and, on an urgent basis, assist in securing an additional federal share in the project.
4. Develop a funding strategy with TransLink to deliver provincial financial support towards improving HandyDART service, in recognition of its critical role in providing access to the provincial healthcare system for residents who can’t use conventional transit services.
5. Commit to authorizing a development cost charge for transit in the fall legislative session so it can be enacted by TransLink by 2020, as one of the regional revenue sources for Phase One of the 10-Year Vision, to keep the plan on track and fairly funded.
6. Support the expansion of bus service region-wide, improvements to road conditions for drivers, and enhanced safety for cyclists and pedestrians — by working with the Mayors’ Council to ensure that remaining operating and capital costs of the Vision are fully funded in a manner that is fair and equitable to Metro Vancouver taxpayers.

#CureCongestion Action Plan

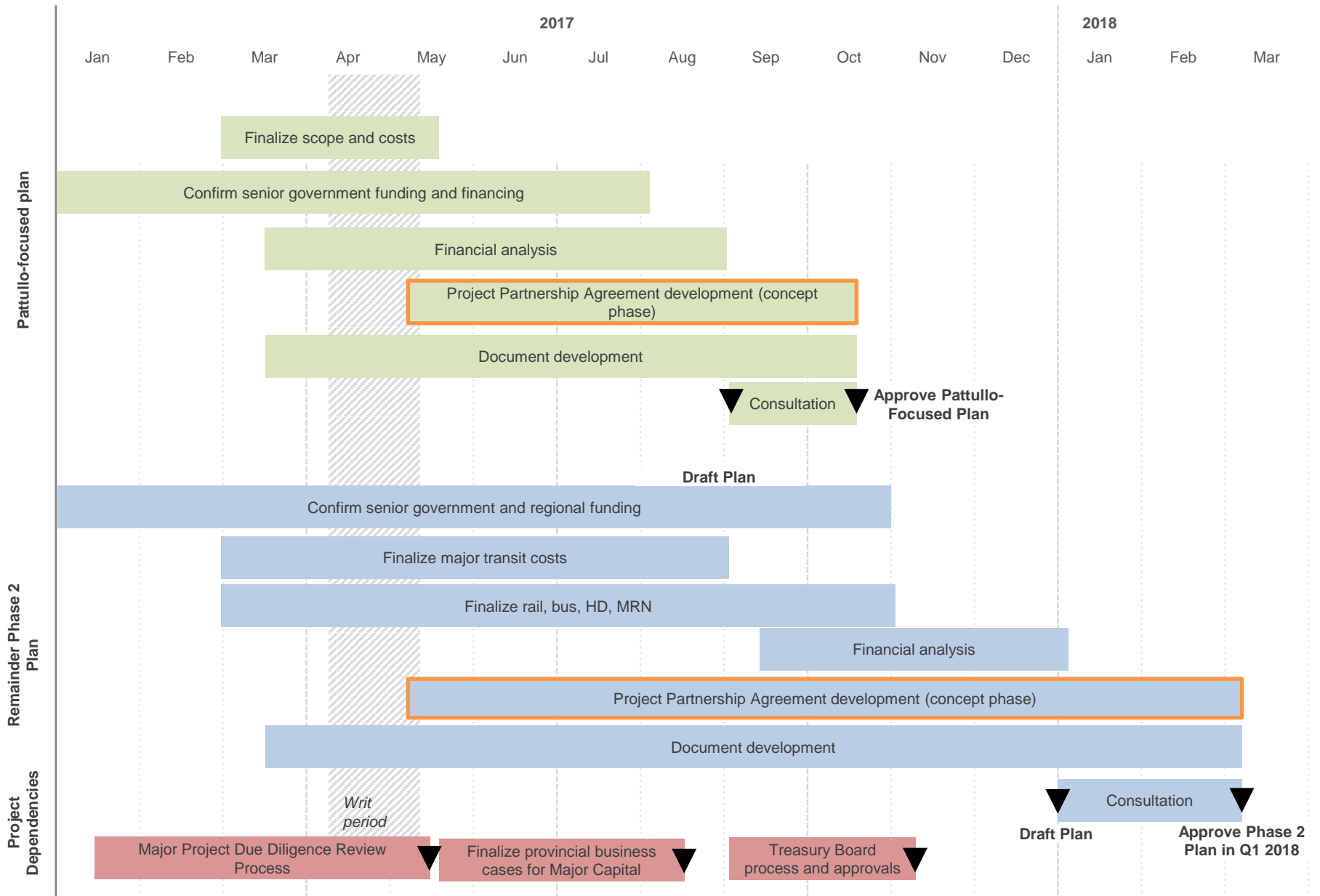
1. Phase Two Plan of 10-Year Vision:

- A. Pattullo Bridge Replacement Project
- B. Expo/Millennium Line Upgrade Project
- C. DCC for Transportation
- D. Fair regional funding strategy

2. Transition briefings with new Minister and Metro Vancouver MLAs

3. Agreement with new government on quick action plan to cut congestion, improve transit

Phase Two Plan work plan and milestones



Pattullo Bridge Replacement

- The Pattullo Bridge is a critical river crossing for the region – averaging 80,000 crossings per day and part of the Asia-Pacific Gateway goods movement network
- Original bridge built in 1937 and is 30 years past design life – deck is decaying and span is vulnerable to earthquakes, ship collisions, high winds
- \$55M has been spent to address bridge deck deterioration and other urgent repairs, with the goal of keeping the existing bridge in service until the end of 2022



Fall 2017

Initiate contractor selection

Spring 2019

Start construction

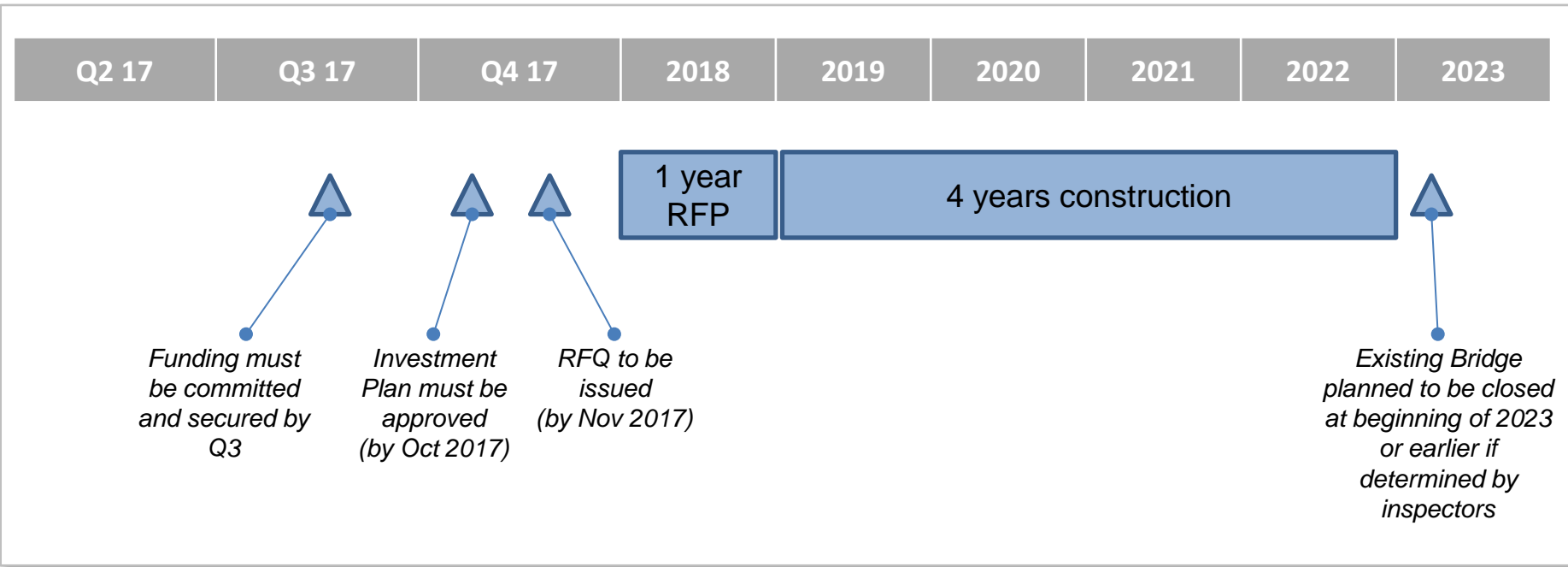
2023

Bridge Opening
Begin demolition of old bridge

**Schedule subject to change*

Pattullo: Timeline Urgency

Timeline Risk



Pattullo Bridge Funding Strategy

Provincial contribution	<ul style="list-style-type: none">• <u>Previous Government committed to funding one-third of capital costs</u>, subject to review of costs and business case – updated business by July• Assumes any deviation from toll revenue forecasts due to provincial policy changes would be reimbursed to TransLink from the province
Federal contribution	<ul style="list-style-type: none">• Potential financing through Canadian Infrastructure Bank (CIB)• Potential grant funding for bridge ramps and approaches, through the National Trade Corridors Fund• Neither program approved
Regional contribution	<ul style="list-style-type: none">• 10-Year Vision proposes road user charges to provide contribution and to manage traffic demand on the new bridge• Current revenue forecasts assume a point-toll model, similar to Port Mann and Golden Ears Bridge; could be replaced by regional approach for mobility pricing, as called for by 10-Year Vision• Potentially divert MRN funds as a short-term subsidy

Regional revenues analysis

1. TransLink baseline revenues
2. Phase One development fee next steps

Updates to TransLink baseline revenues and costs

- TransLink annual financial calendar includes updates to baseline revenue forecasts, including:
 - Fuel tax revenue forecast
 - Ridership/Fare revenue forecast
- Recent updates show that the interest rates are favourable, ridership is increasing, and fuel tax revenue is flat.
- Net result is that TransLink is in a good position to contribute favourably to the regional funding gap for Phase 2 expansion
- Baseline revenues must be monitored closely – small changes have the potential to have significant impacts on 10-year investment plan financials. TransLink will bring forward key drivers, closer to plan approval.

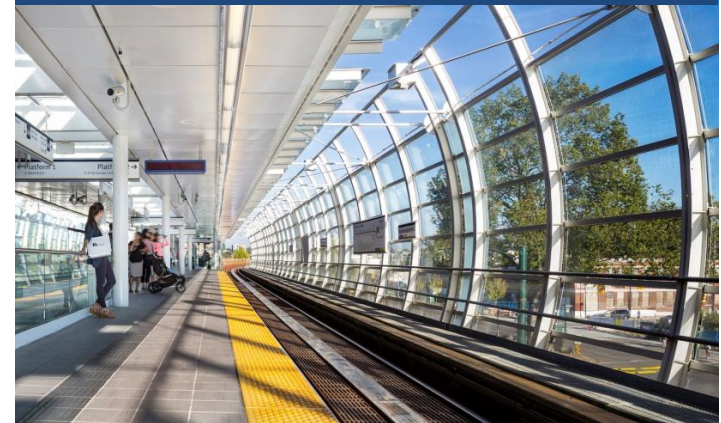
Expo-Millennium Line Capacity Expansion

Upgrades to existing SkyTrain network to meet current and future demand, and support new rapid transit projects

- 10-Year Vision included investments needed to keep system modern and meet growing demand:
 - 100 new SkyTrain cars (28 already funded in Phase One, 72 cars remaining)
 - New storage and maintenance facilities
 - Control and power system upgrades
 - Station upgrades to improve passenger amenities and access
- Current and future ridership will strain the existing system
- Previous investments (28 cars for Evergreen, 28 cars in Phase One) will only meet today's ridership demand. Additional cars needed to meet future demand, including supporting additional ridership from Broadway Extension and South of Fraser Rapid Transit projects
- Upgrades to stations, control and communication systems needed to accommodate future vehicles and riders



**Total remaining capital cost of \$900M
needs provincial contribution support**



Phase One - Development Fee

- Phase One Plan: **\$130 million of revenue** from a new development fee enabled between 2020 to 2026 (~\$10 to \$20 million per year), to be **applied to debt service** for capital infrastructure
- If the development fee is not **enabled in legislation by 2018**, and to the extent this is not offset by greater than anticipated revenues from other sources, then part of the Phase One Plan **expansion in 2019 and later must be deferred**
 - 20-50% of Phase One bus, rail, cycling, walking and MRN expansion expenditures in 2019 and later would be at risk.

What's new in Phase 1 (2017 – 2026)

	Property tax adjustment	Revenue from increased transit service	Contribution from existing sources	Development fee	Fare increase
EXPANSION OPERATING REVENUES	\$365 M	\$230 M	\$160 M	\$130 M	\$90 M

Development Fee Next Steps

		PROVINCIAL ACTIONS	REGIONAL ACTIONS
		Development fee	Development fee
2017	Q2	<ul style="list-style-type: none"> Commit to authorizing legislation for development fee 	<ul style="list-style-type: none"> Convene Local Government Working Group Technical analysis
	Q3	<ul style="list-style-type: none"> Minister requests legislation 	<ul style="list-style-type: none"> Engage local government stakeholders to discuss development fee structure Develop draft framework for development fee
	Q4	<ul style="list-style-type: none"> Potential Province-led consultation process for legislation (e.g. with UBCM) Introduce and pass enabling legislation in 2017 Oct-Nov legislative session OR 2018 Feb-Mar legislative session 	<ul style="list-style-type: none"> Public consultation (Metro Vancouver, development community, municipal councils) Draft framework to Mayors' Council and TL Board for review
2018	Q1		<ul style="list-style-type: none"> Final framework to Mayors' Council and TL Board for endorsement
	Q2		<ul style="list-style-type: none"> Develop 2020 development fee bylaw (with development fee rates)
	Q3		<ul style="list-style-type: none"> Submit bylaw to Inspector of Municipalities (or equivalent)
	Q4	<ul style="list-style-type: none"> Approval of bylaw by Inspector of Municipalities (or equivalent) 	<ul style="list-style-type: none"> Submit bylaw to TL Board for approval
2019	Q1		<ul style="list-style-type: none"> Jan 1: One year advance notice of development fee Submit development fee rates to municipalities for their implementation processes
2020			<ul style="list-style-type: none"> Jan 1: Bylaw takes effect and revenue collection begins

Notes: Schedule is draft only and subject to change. **Mayors' Council and TL Board milestones are in bold.**