

# Public Consultation Discussion Guide

## PHASE ONE

OF THE 10-YEAR VISION FOR METRO VANCOUVER  
TRANSIT AND TRANSPORTATION

October 2016



## JOIN US TO LEARN MORE AND HAVE YOUR SAY ON PHASE ONE OF THE 10-YEAR VISION

From October 11th to 31st TransLink and the Mayors' Council are asking for your input on Phase One of the 10-Year Vision. We invite you to take the questionnaire at [tenyearvision.translink.ca](http://tenyearvision.translink.ca) or join us at:

### PUBLIC OPEN HOUSE SCHEDULE

Date	Time	Location
Saturday, Oct. 15	10 a.m. – 1 p.m.	North Vancouver City Library 120 14th St W, North Vancouver
Tuesday, Oct. 18	4 p.m. to 8 p.m.	Act Art Centre Lobby 11944 Haney Pl, Maple Ridge
Wednesday, Oct. 19	4 p.m. to 8 p.m.	Collingwood Neighbourhood House Multipurpose Room 5288 Joyce St, Vancouver
Thursday, Oct. 20	4 p.m. to 8 p.m.	Chuck Bailey Recreation Centre 13458 107A Ave, Surrey
Monday, Oct. 24	4 p.m. to 8 p.m.	Kwantlen Polytechnic University Richmond Melville Centre for Dialogue, Room A 8771 Lansdowne Rd, Richmond

### TIMELINE



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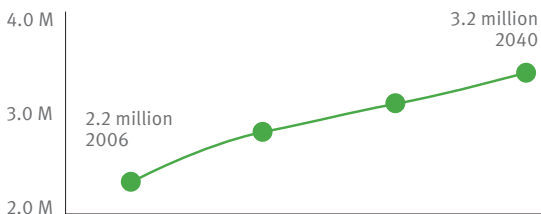
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## 1. A PLAN FOR MORE TRANSIT AND BETTER ROADS: LET US KNOW WHAT YOU THINK.

Metro Vancouver is known for its livability, including a highly functional, integrated transportation network. But our region faces challenges, including overcrowding on our transit system, congestion on our roads, and another 1 million new residents expected to move to Metro Vancouver over the next 30 years.

### Metro Vancouver Population Growth: 2006-2040



*By 2040, 1 million more people will live in the Metro Vancouver area.*

To meet the challenges of growth and congestion in a way that is affordable and fair, in June 2014 the Mayors' Council on Regional Transportation developed the 10-Year Vision for Metro Vancouver Transit and Transportation (10-Year Vision). Founded on years of planning, the Vision identifies the new transportation services the region will need over the coming decade.

Phase One of the 10-Year Vision, described in the following pages, is an approximately \$2 billion plan for increasing transit services and improving roads, cycling and walking infrastructure across the entire region. Phase One is an important first step to creating the transportation system our growing region will need to meet future demand. The plan would be paid for by a combination of federal and provincial government contributions and modest increases to local funding from Metro Vancouver residents and businesses.

### *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 guide the development of, and ultimately approve, TransLink's investment plans and long-term strategies.*

## 1.1 WE WANT TO HEAR FROM YOU

This Phase One Plan represents a major step forward – the first significant new investment in transit and roads in Metro Vancouver since 2009. While the need for this investment is firmly established, we want to hear your thoughts on the proposed Phase One Plan.

This discussion guide – and other materials available online at [tenyearvision.translink.ca](http://tenyearvision.translink.ca) – have been created to help Metro Vancouver residents better understand changes that this Phase One Plan is proposing for our transit and transportation system.

After reviewing the information presented in this guide, you should have a good understanding of:

- improvements that the Plan proposes to roll out across Metro Vancouver’s transit and transportation system in the coming year and over the coming decade;
- the ways in which the Plan proposes to pay for those new and expanded services; and
- the planned approach to implementing the 10-Year Vision through multiple phases of investment.

The feedback you share during this consultation period (October 11 through 31) is important to us, and will help TransLink finalize the Phase One Plan prior to submitting it to the TransLink Board of Directors and the Mayors’ Council for consideration.

For additional information on the full range of proposed new projects, programs and services, their benefits, and how this Plan proposes to pay for them, refer to the Phase One Plan: Draft Technical Documentation.

*Learn more about service improvements in your community and provide your input on the plan – visit [tenyearvision.translink.ca](http://tenyearvision.translink.ca)*

## 1.2 DELIVERING THE 10-YEAR VISION FOR TRANSIT AND TRANSPORTATION IN THREE PHASES

This Phase One Plan is designed to get our region moving again after 7 years of almost no new investment in public transit and regional transportation.



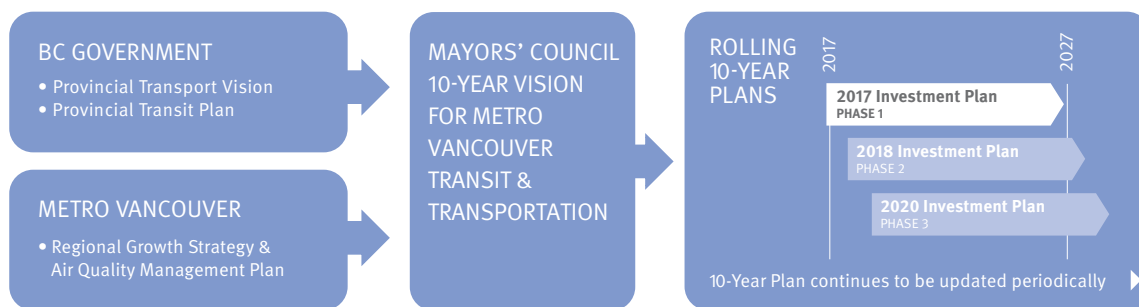
Taking the first critical steps to implementing the 10-Year Vision, the Phase One Plan will deliver:

- more frequent trains, buses, and SeaBuses to get you where you need to go faster;
- 10% increase in bus service starting in early 2017 – which represents 40% of the bus service expansion identified in the entire 10-Year Vision;
- new or expanded transit services for neighbourhoods that currently have few – or no – transit options today;
- safer walking and cycling routes; and
- reduced traffic congestion by fixing bottlenecks on major roads.

If this Plan is approved, TransLink will begin to roll out service improvements starting in early 2017 by running existing buses and SkyTrain cars more frequently. The system would continue to improve in future years as new buses and trains go into service and as walkway, bikeway, and roadway improvement projects are delivered.

While the Phase One Plan is a critical step in moving the 10-Year Vision forward, it is only the first in a series of plans required to fully design, fund, and implement the wide range of transit and road improvements in the Vision, which are a critical component of keeping our region, province, and country moving forward. Future phases will deliver additional improvements planned in the 10-Year Vision, including the Surrey Light Rail, the Broadway Subway, upgrades to rail, Pattullo Bridge replacement, and further investment in transit, roads, cycling, and walking. At every step in the process, all three levels of government – regional, provincial, and federal – must commit their fair share of funding to make the entire Vision a reality.

### Together Creating a Sustainable Future





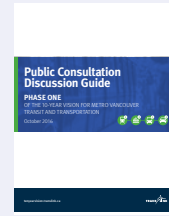
The Mayors' Council and TransLink have divided the 10-Year Vision into three phases, each timed to the delivery of new projects and services. The first of these is the Phase One Plan. Additional plans will be brought forward for consideration in 2017 and 2019.

In June 2016, the provincial and federal governments committed a combined \$616 million in new funding towards the projects in the Phase One Plan. Now the Mayors' Council has identified funding sources for the region's share.



### The 10-Year Vision

*Developed by the Mayors' Council in 2014, the 10-Year Vision is a strategy to keep the region moving and a common vision for the future of our transportation system. The Vision reflects the consensus of more than 20 local governments in Metro Vancouver, and is supported by the largest coalition of community, environmental and business stakeholders in B.C.'s history. This transit and mobility plan is unique in Canada. It weaves a region-wide, multimodal web – from active transportation and light rail to buses, roads, and bridges – that supports our 30-year Regional Growth Strategy, incorporates life-cycle operating costs, and commits to road pricing and transportation demand management to ensure long-term sustainability. When compared to other major cities in Canada, this plan is the most affordable – on a per-capita basis – the benefit of a long-term, integrated, region-wide planning approach.*



### What is an Investment Plan?

*Phase One of the 10-Year Vision is an “investment plan” that will be implemented by TransLink. As required by law, TransLink must produce investment plans to identify transportation services, key initiatives, and capital investments, as well as how these service, initiatives, and investments will be funded. The public has an opportunity to provide input through a consultation process. A final plan – which is used to outline TransLink’s planned annual revenues and expenditures – is then approved by TransLink’s Board of Directors and the Mayors’ Council.*

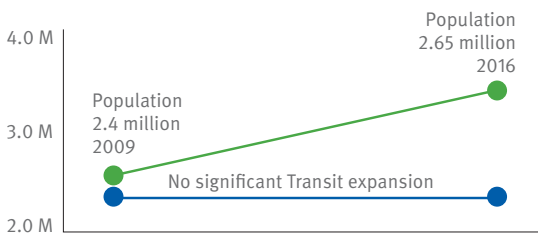
2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
2017 Investment Plan PHASE ONE													
	2018 Investment Plan Phase Two												
		2020 Investment Plan Phase Three											



### 1.3 HOW DID WE GET HERE?

Metro Vancouver is one of Canada’s most diverse and livable regions, with vibrant communities and a high quality of life. Over the past decade, demand for public transit has surged and traffic congestion on our roads has worsened as Metro Vancouver’s population has grown. At the same time, the funding sources available for TransLink to maintain and expand our transit system and major road network – transit fares, property tax, and fuel sales tax – have failed to keep up with inflation and growing demand for transit and transportation. With a lack of any new funding sources, TransLink hasn’t been able to significantly expand transit service since 2009.

#### Metro Vancouver Population Growth vs Transit Growth 2009–2016



*The same number of buses and trains operating in 2009 are currently serving 250,000 more residents.*

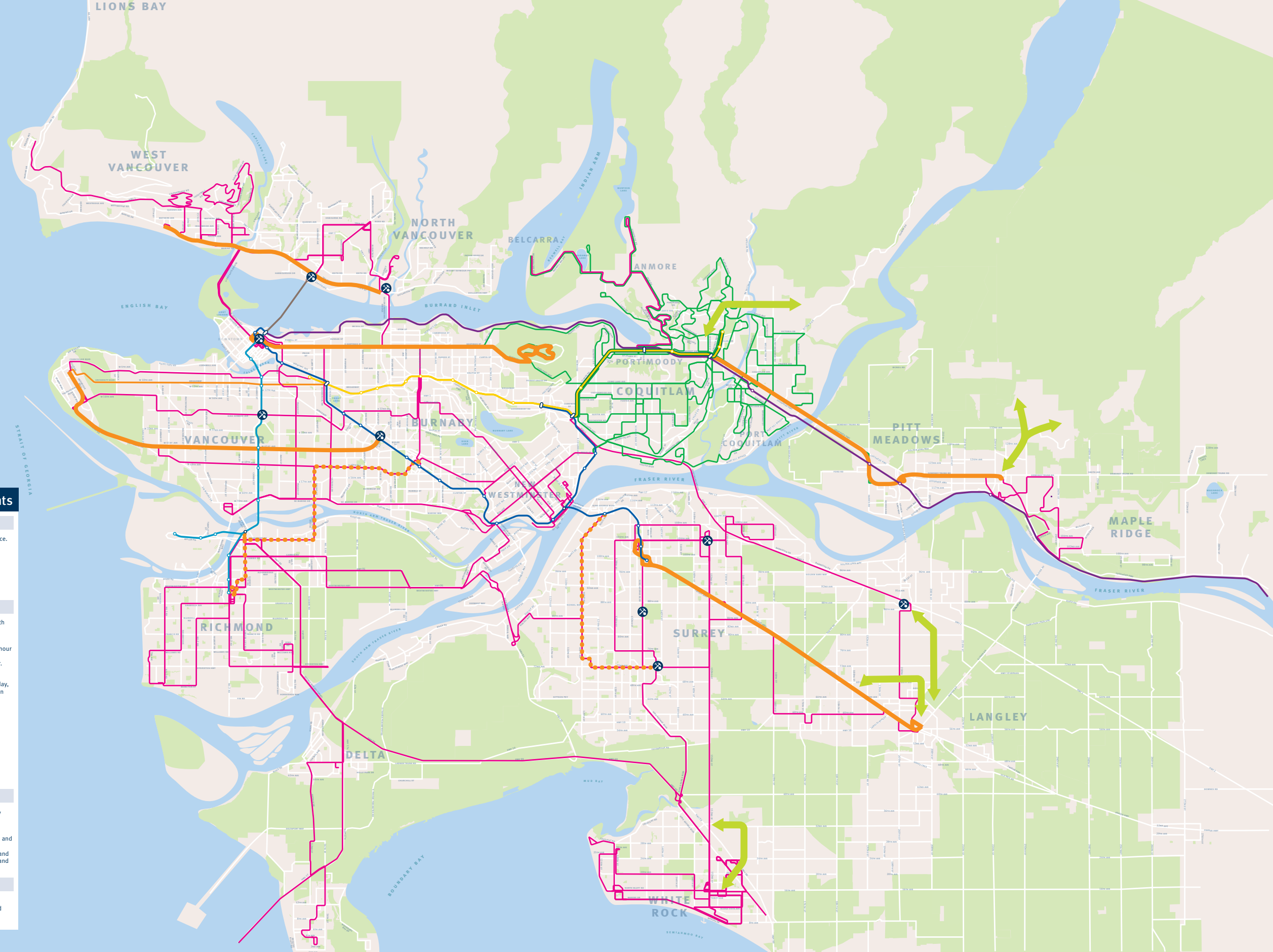
In this seven-year period, the population of Metro Vancouver grew by 250,000 people – equivalent to the population of the City of Burnaby. That means the same number of buses and trains operating in 2009 are currently serving a quarter million more residents. In order to address these challenges, in 2014, TransLink’s 23-member Mayors’ Council on Regional Transportation outlined service improvements and priority investments in the 10-Year Vision, which now serves as the blueprint for transportation planning in the region. In 2015, Metro Vancouver residents were asked to vote on a proposed funding mechanism that would provide the region’s share of funds needed for the entire 10-Year Vision. In the plebiscite, residents voted against a proposal to raise the regional funds through a 0.5% increase to the provincial sales tax.

While voters clearly rejected a new sales tax as the preferred funding mechanism, residents then – and now – feel strongly that improvements to transit and transportation infrastructure are desperately needed. In a poll commissioned by the Mayors’ Council in May 2016, 90% of Metro Vancouver residents agreed that a regional multi-year transportation plan should be rolled out immediately, and that transit improvements are ‘necessary’.



## KEY MILESTONES IN REGIONAL TRANSPORTATION FUNDING

1999	TransLink is established, with expansion plans predicated on implementation of a vehicle levy, which is ultimately not implemented.
2006	Parking site tax enacted.
2007	Parking tax repealed and replaced with an equivalent amount of property tax.
2010	Regional gas tax increase to 15 cents per litre takes effect.
2012	<p><b>February:</b> TransLink and Province convene Joint Technical Committee to evaluate approximately 20 potential funding sources.</p> <p><b>April:</b> Regional gas tax increase to 17 cents per litre takes effect.</p>
2013	<p><b>January:</b> Mayors' Council identifies 5 funding sources for further consideration: vehicle levy, regional sales tax, regional carbon tax, land value capture, mobility pricing.</p>
2014	<p><b>June:</b> Mayors' Council develops 10-Year Vision and proposes carbon tax and mobility pricing as preferred new funding sources.</p> <p><b>December:</b> Mayors' Council and Province agree to put forward a 0.5% increase in the provincial sales tax to a regional plebiscite vote.</p>
2015	<p><b>March-May:</b> 74-day plebiscite voting period.</p> <p><b>July:</b> Plebiscite fails to pass.</p> <p><b>November:</b> Mayors' Council develops "fair-share" funding framework for cost-sharing between region, provincial and federal governments.</p>
2016	<p><b>May:</b> Mayors' Council develops updated Funding Strategy for 10-Year Vision.</p> <p><b>June:</b> Federal and provincial funding commitments confirmed through the Public Transit Infrastructure Fund Phase 1 program</p> <p><b>September:</b> Mayors' Council proposes regional funding sources for Phase One of the 10-Year Vision</p>



### Transit Service Improvements

**SkyTrain**

- Canada Line** High frequency rail service. Early morning to late evening.
- Expo Line** High frequency rail service. Early morning to late evening.
- Millennium Line** High frequency rail service. Early morning to late evening.
- Evergreen Extension** High frequency rail service. Early morning to late evening.

**Buses**

- B-Line** Frequent bus service, with limited stops.
- All Bus Routes** Regular Bus Service: Service at least once an hour during the daytime (or longer), all week, all year.  
Limited Bus Service: Service only part of the day, week, or year, or less than once an hour.  
NightBus Service: Late-night bus service (seven days a week).
- B-Line Study**
- Evergreen Integration Improvements**
- New Bus Service Areas**

**Other Transit Services**

- SeaBus** Frequent passenger ferry service. Early morning to late evening.
- West Coast Express** Weekday commuter train and bus service running westbound in mornings and eastbound in afternoon and evening.

**Infrastructure Improvements**

- Infrastructure Improvements** Upgrades to improve customer experience and accessibility.




## 2. TRANSIT AND TRANSPORTATION INVESTMENTS IN THE PHASE ONE PLAN

TransLink delivers a wide range of services and programs to plan and provide for the transportation needs of Metro Vancouver residents and businesses. This includes operating the bus system, SkyTrain, SeaBus, West Coast Express, as well as management of region-wide cycling and walking infrastructure. TransLink also owns and maintains a subset of the region’s bridges, and shares responsibility for the region’s Major Road Network with local municipalities. This plan for Phase One of the 10-Year Vision proposes new investment of approximately \$2 billion in expanded transit services, transit infrastructure, and improvements for roads, cycling, and walking.

### 2.1 INCREASING TRANSIT SERVICE ACROSS THE REGION

Phase One of the 10-Year Vision will expand transit service across Metro Vancouver to increase system capacity, reduce overcrowding, and expand service to new areas. The Phase One Plan would result in Metro Vancouver’s biggest transit service expansion since 2009. Detailed maps and further information are available at [tenyearvision.translink.ca](http://tenyearvision.translink.ca).

Proposed transit investments include:

 <p>Expanded Bus Service</p>	<ul style="list-style-type: none"> <li>• <b>Increase bus service by 10%</b> across the region over the course of 2017, 2018, and 2019*               <ul style="list-style-type: none"> <li>- More frequent service on 50 different bus routes that carry 650,000 passengers across the region every day</li> <li>- New B-Line express routes on Fraser Highway, Lougheed Highway, Marine Drive, 41st Avenue, and Hastings Street</li> <li>- New bus service to the following communities: Silver Valley in Maple Ridge, Morgan Creek and Clayton in Surrey, Willoughby in Langley, and Burke Mountain in Coquitlam</li> </ul> </li> <li>• <b>171 new buses</b></li> <li>• <b>Planning and design work</b> to prepare for implementation of Scott Road and Metrotown/Richmond-Brighouse B-Lines within the first 5 years of the 10-Year Vision</li> </ul>
 <p>Access Transit</p>	<ul style="list-style-type: none"> <li>• <b>15% increase</b> in Access Transit service</li> </ul>
 <p>Improvements on SkyTrain</p>	<ul style="list-style-type: none"> <li>• <b>Increase SkyTrain service</b> in early 2017, providing more service during the mid-day, early evening, and weekends</li> <li>• <b>50 new SkyTrain cars</b> for the Expo, Millennium, and Canada Lines</li> </ul>

Proposed transit investments include: (continued)

 <p>New Capacity for West Coast Express</p>	<ul style="list-style-type: none"> <li>Additional rolling stock for the West Coast Express, including <b>five new cars and one locomotive</b>, to provide expanded capacity between Mission and downtown Vancouver</li> </ul>
 <p>More Frequent SeaBus</p>	<ul style="list-style-type: none"> <li><b>One new SeaBus</b></li> <li><b>Increased service</b>, with crossings every 10 minutes during rush hours and every 15 minutes at other times</li> </ul>
 <p>Station Improvements</p>	<ul style="list-style-type: none"> <li><b>Station upgrades</b> to improve customer circulation, provide additional amenities, and improve accessibility at key Expo Line and Canada Line stations</li> </ul>
 <p>Bus Facilities Upgrades</p>	<ul style="list-style-type: none"> <li><b>Upgrades to key bus passenger facilities</b>, including Lonsdale Bus Exchange and Phibbs Exchange</li> <li>Upgrades include operational improvements, customer amenities, and safety and accessibility enhancements</li> </ul>
 <p>Rapid Transit Planning and Early Works</p>	<ul style="list-style-type: none"> <li><b>Pre-construction work</b> on Broadway Subway and Surrey Light Rail, including engineering and design to prepare for procurement, and supportive investments at facilities and along rights-of-way</li> <li>This will ensure these priority rapid transit projects stay on schedule and remain competitive candidates for future federal and provincial transit funding</li> </ul>

*\* If the new region-wide development fee is not enabled and confirmed by 2018 for implementation in 2020, a portion of the transit service expansion contemplated for introduction in 2019 would need to be deferred. This would be in the order of 100,000 to 125,000 annual conventional bus service hours or a combination of transit and transportation improvements of equivalent value.*

## 2.2 IMPROVING THE REGION'S ROAD NETWORK

The Phase One Plan will improve the region's road network. It includes new funding for municipalities to pave roads, add more lanes, and fix bottlenecks on the Major Road Network (MRN), and fund seismic upgrades to overpasses, retaining walls, and bridges:



Increased funding for MRN Operations, Maintenance and Rehabilitation, and Expansion

- Provide for a one-time increase to the length of the MRN of 10%, as well as annual 1% increases.
- This would allow for the first significant expansion of the MRN since it was established in 1999.



\$50 million in new funding over 3 years for MRN Minor Capital Upgrades

- Provide municipalities with 50% of funding for minor capital upgrades to the MRN to improve safety and address bottlenecks. Dedicated regional funding for this type of road upgrade was eliminated in 2013 due to financial constraints – the Phase One plan would reinstate this funding.



\$32.5 million in new funding over 3 years for MRN Structure Rehabilitation and Seismic Upgrades

- Provide municipalities with funding to rehabilitate and make seismic retrofits to structures on the MRN, such as overpasses, retaining walls, and bridges.
- This is the first time regional funding would be provided for these important upgrades to improve safety in the event of an earthquake.

## 2.3 INVESTING IN SAFER WALKING AND CYCLING

The Phase One Plan will improve and expand walking and cycling infrastructure across the region. The Plan will fund new walking and cycling paths, improved pedestrian access to bus stops and transit stations, and new secure bike parking facilities:

 <p>\$12.5 million in new funding over 3 years for municipal pedestrian infrastructure</p>	<ul style="list-style-type: none"><li>• Provide new funding for municipalities to <b>improve pedestrian infrastructure around transit, such as sidewalks, crosswalks, and pedestrian signals.</b></li><li>• Specific projects would be selected in collaboration with municipal stakeholders. TransLink would provide 50-75% of costs, depending on project specifics.</li></ul>
 <p>\$29.8 million in new funding over 3 years for municipal cycling infrastructure</p>	<ul style="list-style-type: none"><li>• Provide funding for municipalities to <b>improve cycling infrastructure, such as building bike lanes and multi-use paths.</b></li><li>• Specific projects would be selected in collaboration with municipal stakeholders. TransLink would provide 50-75% of costs, depending on project specifics.</li></ul>
 <p>\$11.5 million in new funding over 3 years for regionally-owned cycling facilities</p>	<ul style="list-style-type: none"><li>• Provide funding to invest in <b>cycling infrastructure on regionally-owned facilities and at major transit stations and exchanges.</b></li></ul>

*Learn more about service improvements in your community and provide your input on the plan – visit [tenyearvision.translink.ca](https://tenyearvision.translink.ca)*



### 3. FUNDING THE PHASE ONE PLAN

#### 3.1 WHY IS NEW FUNDING NEEDED?

While TransLink’s existing funding sources keep our current transportation system running, the fact is that much more service and infrastructure is needed to keep pace with our rapidly growing population and the densification of urban centres throughout the region. These trends have made public transit more attractive for more people, creating additional demand on service and infrastructure. Since transit fares currently pay for just half of transit operating costs, expanding transit services will require new or increased funding from fares as well as other sources.

The proposed investments in the Phase One Plan will be the first step in meeting this increased demand. The Mayors’ Council is proposing modest increases in transit fares and property taxes, along with other new and modified regional revenue sources, so that our region can begin making urgently needed investments in our transportation network.

#### 3.2 A PARTNERSHIP BETWEEN ALL THREE LEVELS OF GOVERNMENT

Making the 10-Year Vision a reality will require funding from all three levels of government, as well as users of the transit system and road network, and property owners. Since the 2015 plebiscite, there have been many positive developments related to transit funding. The most significant of these is access to the new federal *Public Transit Infrastructure Fund (PTIF)*. With the availability of substantially increased federal transit funding, the region has a chance to see dramatic improvements to our local transportation network at a lower cost to regional taxpayers.

	<b>FEDERAL</b> \$370 million in capital funding for the Phase One Plan
	<b>PROVINCIAL</b> \$246 million in capital funding for the Phase One Plan
	<b>REGIONAL</b> \$805 million in operating funding \$534 million in capital funding <ul style="list-style-type: none"><li>• Annual increases to transit fares – 5 to 10 cents per year in the first three years</li><li>• A change to the TransLink property tax formula, which would add \$3 each year on the average home, starting in 2017, in addition to existing increases</li><li>• New region-wide fee on development activity to be enabled and introduced by 2020</li><li>• Sale of surplus TransLink property, and contribution from TransLink savings</li><li>• Funding from the Greater Vancouver Regional Fund (GVRF Gas Tax Fund) to support fleet modernization and expansion</li></ul>

## CAPITAL FUNDING FOR EXPANSION

Capital Funding	10-Year Total
Federal PTIF	\$370M
Provincial PTIF	\$246M
Regional Contribution to PTIF*	\$124M
Other Regional Contributions	\$270M
Greater Vancouver Regional Fund**	\$140M
<b>Total Expansion Capital Funding</b>	<b>\$1,150M</b>

\* Regional contribution to PTIF includes revenues from sale of surplus property.

\*\* GVRF Gas Tax Fund contributions represent portion for expansion only; Base program assumes other GVRF funds (not shown in above table). Refer to Phase One Plan: Draft Technical Documentation

Capital Expenditures	10-Year Total
PTIF – Fleet Expansion	\$255M
PTIF – Other †	\$485M
MRN, Cycling, Walking	\$170M
Other Capital ††	\$80M
Expansion Bus Fleet	\$160M
<b>Total Expansion Capital Expenditure</b>	<b>\$1,150M</b>

† PTIF Other includes investment in stations, exchanges, technology, and cycling.

†† Other Capital includes transit priority investment in transit priority, facilities, and system management.

## REVENUE SOURCES FOR EXPANSION (Operating Expenditures and Regional Debt Service Costs)

Revenue Sources	10-Year Total
Additional Fare Increase	\$90M
Fare Revenue from Service Expansion	\$225M
Adjusted Property Tax	\$360M
TransLink Contribution from Savings	\$160M
Development Fee***	\$130M
<b>Revenue Sources for Expansion</b>	<b>\$965M</b>

\*\*\* Development Fee revenues restricted to debt service costs for capital and are subject to being enabled by legislation.

Operating Expenditures	10-Year Total
Bus Operating	\$530M
Rail Operating	\$200M
MRN O&M	\$50M
Other Operating	\$25M
Debt Service Costs	\$160M
<b>Incremental Operating Expenditures</b>	<b>\$965M</b>

### 3.3 A FAIR AND BALANCED APPROACH TO REGIONAL FUNDING

Paying for the transportation improvements in the Phase One Plan will require increased regional funding. To help pay for the region's share, Metro Vancouver residents will see modest tax and fare increases.



#### Transit Fares

Transit fares will play a role in funding expansion as well as keeping pace with supporting existing service. This will mean gradual annual increases of about 5 to 10 cents on a single fare and \$1 to \$3 on a monthly pass. As a result, transit riders will contribute roughly the same share of total system costs as they do today. For additional information on the transit fare increase, see the *In Depth on Transit Fares* section on page 18.



#### Property Tax

TransLink's portion of property tax bills will be adjusted to better reflect the impact of growth and development in the region. The average existing homeowner in the region would see an additional \$3 increase in property taxes each year, equivalent to an additional 0.10% increase on the total property tax bill. For additional information on the TransLink property tax, see the *In Depth on Property Tax* section on page 20.



#### Regional Development Fee

TransLink and the Mayors' Council are working with the Province to introduce a new regional development fee for transit and transportation, generating approximately \$15 to \$20 million annually. The new development fee will be implemented no later than 2020, in consultation with local governments, stakeholders, and the province. The provincial government will need to advance enabling legislation for the development fee by late 2017 or early 2018. This will allow enough time to communicate final rates to the development community at least one year in advance of the rates coming into effect. If the development fee is not in place by 2020, a portion of the 2019 transit service expansion will need to be deferred (See Section 2.1). For additional information on the proposed regional development fee, see the *In Depth on Regional Development Fee* section on page 22.



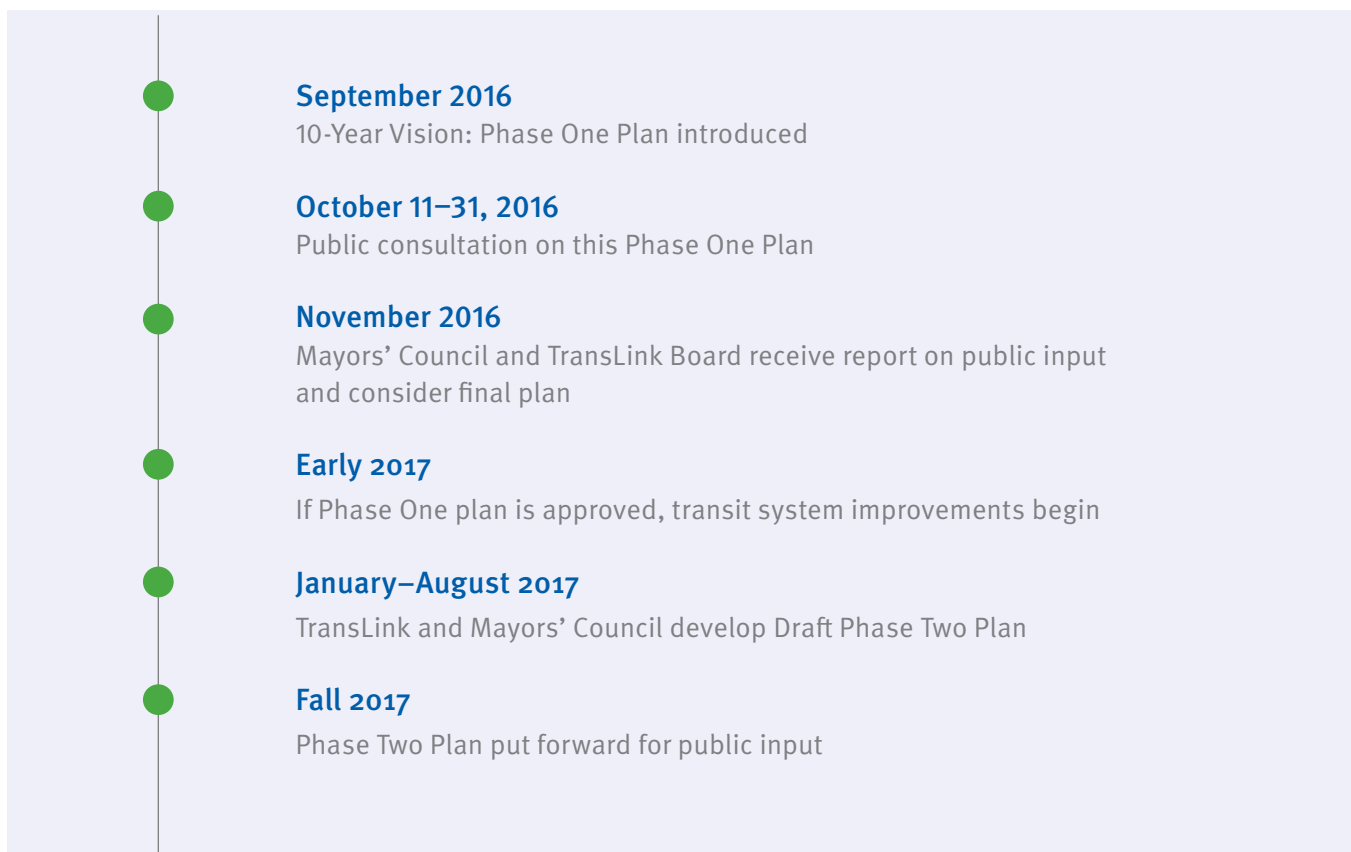
#### TransLink Resources and Savings

To help pay for the Phase One Plan, TransLink will reallocate existing resources through the sale of surplus property and cost-saving measures.

### 3.4 WHERE DO WE GO FROM HERE?

If the Phase One Plan is approved, the Mayors' Council and TransLink will develop additional investment plans for 2018 and beyond, which will allow the region to continue to capitalize on federal funding and explore additional regional strategies designed to contribute matching funds. The current Phase One Plan focuses on immediate expansion of bus and rail services, as well as road improvements and new walking and cycling infrastructure. The 2018 Plan, to be developed in 2017, will focus on starting construction on the Surrey Light Rail, Broadway Subway, and beginning work on the Pattullo Bridge replacement, plus continuing to add more bus service across the region. The 2020 Plan, to be developed in 2019, will support final bus service and rapid transit expansion as well as report on possible mobility pricing options.

#### TIMELINE



### 3.5 IN DEPTH: CHANGES TO TRANSIT FARES



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

TransLink has not increased fares since January 2013. As a result, fares have not kept pace with inflation. This Phase One Plan proposes that transit fares are an important and fair part of funding the expansion of transit service and infrastructure. With the implementation of the Phase One Plan, approximately half of transit operating costs would continue to be recovered by fares, similar to today.

#### What is the proposed change?

In its funding strategy for the 10-Year Vision, the Mayors' Council identified an additional 2% increase to fares to help support expanded transit service. The Phase One Plan integrates this recommendation with regularly planned inflationary increases. Unlike the old fare system technology, the Compass Card allows for smaller, more frequent increases to be implemented with less inconvenience for transit customers.

The Phase One Plan calls for annual increases of about 5 to 10 cents for single-use fares, and \$1 to \$3 for monthly passes. Increases would be uniformly applied to One-Zone, Two-Zone, and Three-Zone fare products.

#### Proposed Transit Fares

The proposed fares in the Phase One Plan were developed in order to:

- **Minimize impacts to ridership.** Higher fare rates may discourage some customers from using transit. By implementing small, annual increases—instead of larger, less frequent changes—the Phase One Plan seeks to limit this effect. Fare increases will also be accompanied by a significant expansion in transit service in the region.
- **Maintain TransLink's fare structure.** TransLink is currently conducting a Transit Fare Review (see Box at right). The proposed fare increases in the Phase One Plan would not constitute a change from TransLink's existing zone-based fare structure.
- **Limit impacts on two and three-zone customers.** Customers whose trips require two- or three-zone fares pay higher fares than other customers. By implementing uniform increases—with the same increase applied to all zones—the percentage increase for two- and three-zone customers will be less than that for one-zone customers.

#### *Transit Fare Review*

*The Phase One Plan will set out the amount of fare revenue that is needed in each of the next 10 years to support transit service and infrastructure improvements. Meanwhile, TransLink is also currently conducting a Transit Fare Review. The focus of this Review is to take the anticipated revenue for fares set out in the Phase One Plan and consider different ways to generate that target revenue from across the different types of trips and users – with a goal of increasing ridership, improving the customer experience, and improving system efficiency.*

*The Transit Fare Review will not be completed before this Phase One Plan. Therefore, this Plan is proposing to increase fares using the existing fare structure and products. Future phases of the 10-Year Vision will include any fare structure and fare product changes resulting from the Transit Fare Review.*

## Proposed Transit Fares

The below table presents the proposed fares for the next three years based on the Phase One Plan for TransLink's most common fare products. Proposed fares for all fare products, including West Coast Express fares and Custom Transit, may be found in the Phase One Plan: Draft Technical Documentation.

Fare Rates			Annual fare increases for 2017 through 2019 are assumed effective July 1				Total Increase (2017-19)
			2016	2017	2018	2019	
Regular, Short Term Fares	Adult Cash/Compass Ticket	1-Zone	\$2.75	\$2.85	\$2.95	\$3.00	+\$0.25
		2-Zone	\$4.00	\$4.10	\$4.20	\$4.25	
		3-Zone	\$5.50	\$5.60	\$5.70	\$5.75	
	Concession Cash/Compass Ticket	1-Zone	\$1.75	\$1.80	\$1.90	\$2.00	+\$0.25
		2-Zone	\$2.75	\$2.80	\$2.90	\$3.00	
		3-Zone	\$3.75	\$3.80	\$3.90	\$4.00	
Discounted, Short Term Fares	Adult Compass Stored Value	1-Zone	\$2.10	\$2.20	\$2.30	\$2.40	+\$0.30
		2-Zone	\$3.15	\$3.25	\$3.35	\$3.45	
		3-Zone	\$4.20	\$4.30	\$4.40	\$4.50	
	Concession Compass Stored Value	1-Zone	\$1.75	\$1.80	\$1.85	\$1.95	+\$0.20
		2-Zone	\$2.75	\$2.80	\$2.85	\$2.95	
		3-Zone	\$3.75	\$3.80	\$3.85	\$3.95	
Non-Short Term Fares	Adult Monthly Pass	1-Zone	\$91.00	\$93.00	\$95.00	\$98.00	+\$7.00
		2-Zone	\$124.00	\$126.00	\$128.00	\$131.00	
		3-Zone	\$170.00	\$172.00	\$174.00	\$177.00	
	Concession Monthly Pass	All Zones	\$52.00	\$53.00	\$54.00	\$56.00	+\$4.00

\* Changes to West Coast Express fares vary from increases shown. See Phase One Plan: Draft Technical Documentation for complete Fare Table.



### 3.6 IN DEPTH: CHANGES TO PROPERTY TAX



A portion of property taxes collected in the region is used to support transit, roads, and bridges. On average, 7% of a homeowner's property tax bill goes to TransLink. The remainder of property taxes goes to the Province and local municipality.

#### What is the proposed change in the Phase One Plan?

Under the current system, the average homeowner sees an annual increase in property taxes due to TransLink of about 0.10%. The Phase One Plan is proposing to adjust the TransLink property tax formula to better account for new development in order to keep up with inflation and growing per capita usage of transit and transportation. With the proposed change, the average existing homeowner in the region would see an additional \$3 increase in property taxes each year.

#### Proposed TransLink Property Tax Adjustment: Residential

2016 Assessed Value of Residential Property	2016 TransLink Property Tax	Estimated 2017 TransLink Property Tax (without proposed adjustment)	Estimated 2017 TransLink Property Tax (with proposed adjustment)	Estimated Additional Annual Increase
\$250,000	\$69	\$70	\$71	\$1
\$500,000	\$138	\$140	\$142	\$2
<b>\$678,313 (regional average)</b>	<b>\$188</b>	<b>\$190</b>	<b>\$193</b>	<b>\$3</b>
\$750,000	\$208	\$211	\$214	\$3
\$1,000,000	\$277	\$281	\$285	\$4
\$2,000,000	\$553	\$562	\$570	\$8
\$3,000,000	\$830	\$842	\$855	\$12

*Notes:*

1. Figures may not add due to rounding
2. Actual 2017 assessment figures may vary based on finalized assessment data and other factors
3. Calculation of 2016 regional average assessed value based on 2016 TransLink property tax roll divided by the estimated number of Metro Vancouver households in 2016 per Statistics Canada.

## Commercial Property Tax

The business property class generates 36% of TransLink property tax revenue. The property tax adjustment proposed in the Phase One Plan would raise an additional \$1.8 million each year from business properties, which means additional annual increase of \$45 for a business of average assessed value. The ratio of revenue collected from business properties to residential properties is proposed to remain constant.

### Proposed TransLink Property Tax Adjustment: Commercial

2016 Assessed Value of Business Property	2016 TransLink Property Tax	Estimated 2017 TransLink Property Tax (without proposed adjustment)	Estimated 2017 TransLink Property Tax (with proposed adjustment)	Estimated Additional Annual Increase
\$0.5 million	\$564	\$572	\$581	\$8
\$1.0 million	\$1,128	\$1,145	\$1,161	\$17
\$2.0 million	\$2,255	\$2,289	\$2,323	\$34
<b>\$2.6 million (regional average)</b>	<b>\$2,932</b>	<b>\$2,976</b>	<b>\$3,021</b>	<b>\$45</b>
\$5.0 million	\$5,638	\$5,723	\$5,807	\$85
\$10.0 million	\$11,276	\$11,445	\$11,615	\$170
\$20.0 million	\$22,552	\$22,890	\$23,229	\$339

**Notes:**

1. Figures may not add due to rounding
2. Actual 2017 assessment figures may vary based on finalized assessment data and other factors
3. 2016 regional average assessed value calculated based on total assessed value of “Business and Other” class properties (per the 2016 TransLink property tax roll) divided by the number of business property occurrences within Metro Vancouver.

### 3.7 IN DEPTH: NEW REGIONAL DEVELOPMENT FEE



Phase One of the 10-Year Vision proposes to introduce a new regional fee on urban development in Metro Vancouver by 2020 to help offset the capital costs of regional transportation infrastructure.

#### Rationale

As Metro Vancouver is expected to grow by one million people over the next 30 years, new and expanded transit and other regional transportation infrastructure will be critical to meeting the transportation needs of existing and future residents. The costs of expanding this infrastructure should be partially borne by new development that benefits from improved accessibility.

It is proposed that a new development fee be implemented to help offset some of the costs of this growth. This Phase One Plan contemplates the regional development fee to take the form of a Development Cost Charge (DCC). DCCs are currently widely used by local governments in British Columbia to partially recover the capital costs of infrastructure associated with growth, such as arterial roads, water and sewer networks. The fees are applied to all new development and are used to support capital investment. There is already a precedent in Metro Vancouver for a regional infrastructure charge, as the Greater Vancouver Sewerage and Drainage District levies a regional DCC for sewer infrastructure.

#### How would the fee be structured?

Additional technical analysis and consultation is required to design the structure of the new regional development fee and to set rates. Key policy choices are still to be made, such as where the fee would be levied, which types of development should pay, and whether any forms of development should be exempt. Stakeholders will be engaged in discussion about these policy choices during 2017.

Potential revenues will depend heavily on where the charge is levied, which types of development would pay, and the rate. There are various options: a low region-wide rate; a higher rate around more intensive transit investments; or, a hybrid of the two. Specific rates will be determined in consultation with stakeholders. Rates must be set at a level that does not impair the viability of new development projects and does not cause any reduction in the pace of new development. Preliminary analysis shows that development in the region would be able to bear a rate in the range of \$700 to \$2,000 per new residential unit and a rate for commercial development in the order of \$0.50 per square foot. It is estimated that a DCC applied across the region at these rates could generate approximately \$15 million to \$20 million per year. The Phase One Plan contemplates development fee revenue being applied to support the financing of capital infrastructure, and anticipates that revenue within the 10-year Plan period would be approximately \$130 million.

### How would the fee be implemented?

The provincial government would have to pass enabling legislation for the regional development fee. For revenue collection to begin in 2020, the legislation should be passed by late 2017 or early 2018 so that necessary technical work can be completed and a bylaw adopted. It is proposed that notice of final rates be provided to stakeholders at least a year in advance of rates coming into effect.

If the new region-wide development fee is not enabled and confirmed by 2018 for implementation in 2020, a portion of the transit service expansion contemplated for introduction in 2019 would need to be deferred. This would be in the order of 100,000 to 125,000 annual conventional bus service hours or a combination of transit and transportation improvements (see Section 2) of equivalent value.

### Will a new regional development fee impact housing affordability?

A new regional development fee in the form of a DCC would not simply get added to the price of new housing units. Instead, developers will generally seek to reduce the amount that they pay for development sites. At the rates contemplated within this Plan, the new regional development fee is not expected to significantly impact the financial performance of new projects or to affect the pace of new urban development, so there would be no negative impact on housing affordability.

The structure of the fee will also consider reducing or waiving fees for certain types of affordable housing.

## 4. ADDITIONAL RESOURCES

Learn more about Phase One of the 10-Year Vision. Additional resources and information are available on our website at [tenyearvision.translink.ca](http://tenyearvision.translink.ca)

- Detailed maps of service improvements for six sub-regions within Metro Vancouver
- The 10-Year Vision for Metro Vancouver Transit and Transportation (Mayors' Council, 2014)
- Phase One Plan: Draft Technical Documentation

*Learn more about service improvements in your community and provide your input on the plan – visit [tenyearvision.translink.ca](http://tenyearvision.translink.ca)*