

BACKGROUND: Phase One of the 10-Year Vision

What is the Phase One Plan?

The Phase One Plan is a \$2 billion expansion plan for TransLink to increase transit service and improve roads, cycling, and walking infrastructure across the region. It implements the first phase of the 10-Year Vision for Metro Vancouver Transit and Transportation developed by the Mayors' Council. The Phase One Plan is made possible by new federal and provincial government contributions and increased regional contributions.

The Phase One Plan was approved by the TransLink Board of Directors and Mayors' Council on November 23, 2016 following extensive public consultation. Consultation with the public and stakeholders demonstrated that residents support the investments in the Phase One Plan. In a public opinion poll of Metro Vancouver conducted in May 2016 by the Angus Reid Institute, 95% of respondents said they believe a multi-year transportation plan should be implemented immediately. Feedback received during TransLink's public consultation in October 2016 was positive, with many people calling for additional investments and transit service improvements beyond Phase One.

The Full 10-Year Vision

While TransLink's existing funding sources keep the region's current transportation system running, the fact is that much more service and infrastructure is needed to keep pace with an increasingly urban region and rapidly growing population. But without new funding sources, TransLink has not been able to significantly expand transit service since 2009, even as the population has increased by a quarter million residents in the same period.

Over the next 30 years, not only will the regional population grow by one million people; in just 10 years, the number of residents over the age of 70 will increase by 55%. Together, these trends will further increase demand for transit and HandyDART services.

To address these challenges, in 2014, the 23-member Mayors' Council developed a 10-Year Vision for the regional transportation system. The 10-Year Vision identifies the new service and infrastructure the region needs to keep people and goods moving, as well as strategies to make the transportation system more efficient, innovative, and sustainable.

The 10-Year 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 British Columbia's history. The TransLink Board of Directors has endorsed the 10-Year Vision as the blueprint for preparing TransLink's strategic plans.

Preparing for Phase Two & Phase Three

Fully designing, funding, and implementing the wide range of transit and road improvements in the 10-Year Vision will require additional investment and planning. TransLink anticipates implementing the full 10-year Vision in phases to allow the region to capitalize on senior government funding and explore strategies for contributing matching funds.

The Phase Two Plan, anticipated to be developed in 2017 and implemented beginning in 2018, would fund the construction of new rapid transit, the Pattullo Bridge replacement, and upgrades to the existing SkyTrain network, as well as add more transit service across the region.

The Phase Three Plan, anticipated to be developed in 2019 and implemented beginning in 2020, would deliver the final portion of the 10-Year Vision, including final transit service increases.

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 10-Year Vision a reality.

What's in Phase One?

Phase One expands transit service across the region to increase system capacity, reduce overcrowding, and introduce bus service to new areas – the region's biggest increase in transit service since 2009. Increased transit service will begin rolling out in January 2017. Phase One also expands investment in roads, walking, and cycling infrastructure. Increased investment will begin in 2017, with specific projects to be identified in collaboration with municipalities.

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| <p>Bus / HandyDART</p> | <ul style="list-style-type: none"> • 10% increase in bus service and 15% increase in HandyDART service • More frequent service on 50 different bus routes, starting April 2017 • 5 new B-Line routes: Fraser Highway, Lougheed Highway, Marine Drive, 41st Avenue, Hastings Street • 171 new buses, with delivery beginning in 2018 |
| <p>Rail</p> | <ul style="list-style-type: none"> • More frequent service on the Expo Line, Millennium Line, and Evergreen Extension during the mid-day, early evening, and weekends, starting January 2017 • Increased Canada Line service during high-demand times, starting January 2017 • 50 new SkyTrain cars for the Expo Line, Millennium Line, Evergreen Extension, and Canada Line • 5 new passenger cars for the West Coast Express to expand capacity • 20% increase in rail service, following the delivery of new rail cars, starting in late 2018 • Pre-construction work on Broadway subway and Surrey light rail to keep projects on schedule |
| <p>SeaBus</p> | <ul style="list-style-type: none"> • Service every 15 minutes throughout the day, every day of the week • 1 new SeaBus, with service every 10 minutes during rush hour after the new vessel is delivered |
| <p>Major Road Network</p> | <ul style="list-style-type: none"> • New funding for operations, maintenance, and expansion of the Major Road Network (the first significant expansion of the MRN since 1999) • \$50 million of new funding over 3 years for MRN upgrades to improve safety, fix traffic bottlenecks • \$32.5 million of new funding over 3 years for municipalities to make MRN overpasses, retaining walls, and bridges safer and more earthquake-proof |
| <p>Walking / Cycling</p> | <ul style="list-style-type: none"> • \$12.5 million of new funding over 3 years for municipalities to improve pathways around transit, like sidewalks, crosswalks, and pedestrian traffic signals • \$29.8 million of new funding over 3 years for municipalities to encourage and improve cycling through projects like building bike lanes and multi-use paths • \$11.5 million of new funding over 3 years to improve regionally-owned cycling facilities around major transit stations and exchanges |

How will Phase One be Funded?

The Phase One Plan is a partnership between all three levels of government. With the availability of new federal funding from the Public Transit Infrastructure Fund (PTIF), the region has a chance to improve its transportation network at a lower cost to local taxpayers. The Government of Canada has committed \$370 million and the Government of British Columbia has committed \$244 million to Phase One projects. To deliver the necessary regional funding to leverage these senior government contributions, the Phase One Plan includes the following funding elements:

- Gradual annual increases to transit fares (5 to 10 cents on a single fare; \$1 to \$3 on a monthly pass).
- An adjustment to property taxes to better reflect the impact of growth and development in the region.
- A new region-wide development fee for transit and transportation.
- Use of TransLink’s existing resources, including the sale of surplus property.

Implementation Milestones for the Phase One Plan

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| January 2017 | <ul style="list-style-type: none"> • Initial SeaBus service expansion • Additional off-peak Expo Line and Millennium Line service • Initial expansion of Canada Line service • Initial expansion of HandyDART service |
| April 2017 | <ul style="list-style-type: none"> • Initial bus service expansion |
| June 2017 | <ul style="list-style-type: none"> • Further bus service expansion |
| September 2017 | <ul style="list-style-type: none"> • Further bus service expansion |
| 2017 | <ul style="list-style-type: none"> • Infrastructure upgrades • Municipal road, walking, and cycling projects • Additional SeaBus service expansion |
| 2018 | <ul style="list-style-type: none"> • 10% lane-km expansion of Major Road Network • Initial delivery of new buses and HandyDART vehicles • Continued roll-out of bus and rail service expansion • Continued infrastructure upgrades • Continued municipal road, walking and cycling projects |
| 2019 | <ul style="list-style-type: none"> • Implementation of new B-Lines • Delivery of new SeaBus vessel and associated additional service expansion • Delivery of expansion SkyTrain vehicles • Delivery of new West Coast Express cars • Continued delivery of new buses and HandyDART vehicles • Continued municipal road, walking and cycling projects |

The full Phase One Plan document and more information about the next phases of the 10-Year Vision are available online at tenyearvision.translink.ca.