

TransLink Municipal Update

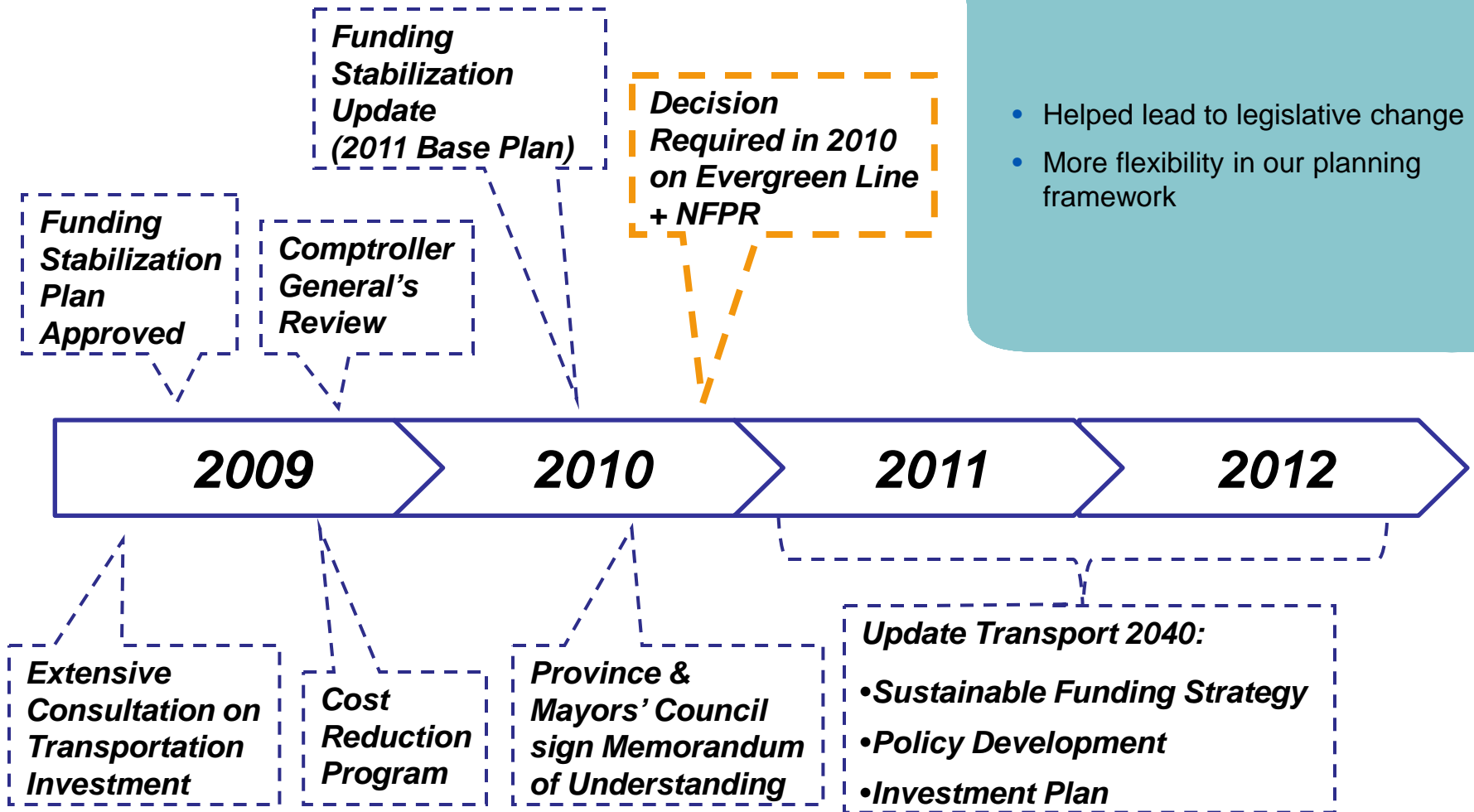
October 7, 2010

Outline

- Context
- Evaluation Process and Results
- Funding Options
- Financial Impact
- Next Steps

CONTEXT

Where We've Been Where We're Going



EVALUATION PROCESS

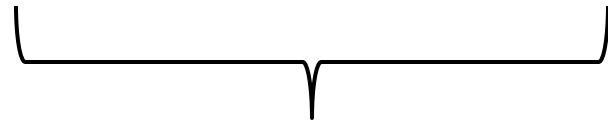
TransLink Priorities

**Maintaining
Services**

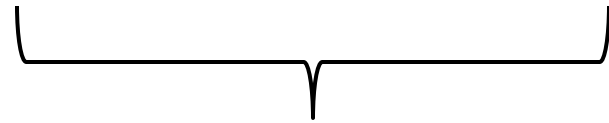
**State of
Good Repair**

Upgrades

Expansion



Funding Stabilization Plan



Additional Funding Required

Evaluation Framework & Process

- TransLink's plan evaluation process
 - Outcomes-driven, performance-based plan development
 - Will continue to apply to future supplements
 - Responds to input of Commissioner and stakeholders
- The evaluation of candidate projects includes two parts:
 - Effectiveness towards Transport 2040 Goals
 - Priorities specific to a particular plan

Evaluation Criteria

Transport 2040 Goals (50%)

- GHGs aggressively reduced
- Non SOV mode share
- Complete communities
- System Optimization
- Economic growth and goods movement
- Financially sustainable

Supplemental Priorities (50%)

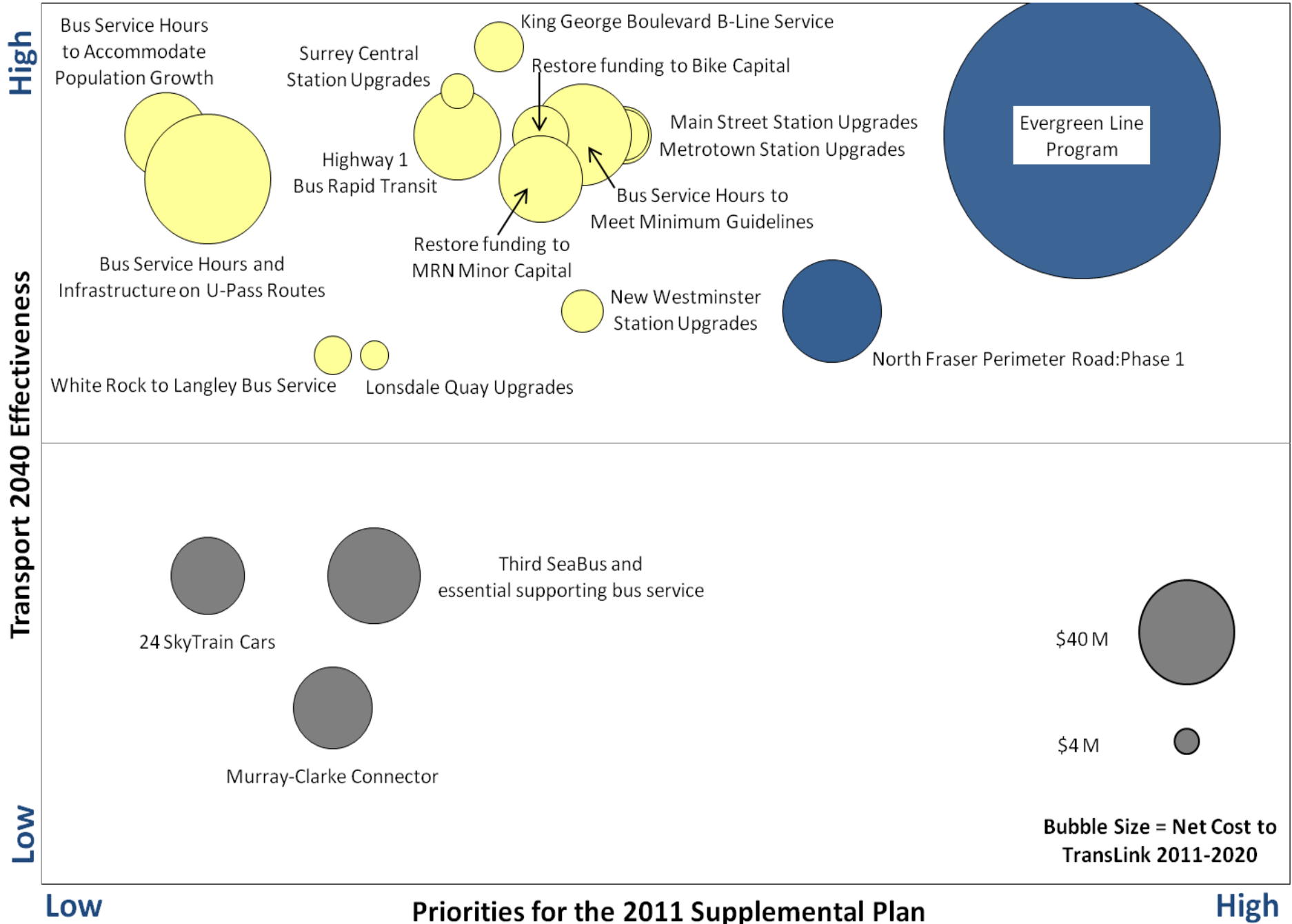
- Significant lost opportunity if not activated in 2010
- Leverages significant other funding
- Makes best use of existing fleet and infrastructure
- Nature of previous commitment

EVALUATION RESULTS

Evaluation Results Table

	Transport 2040 Criteria	Supplemental Theme Criteria	Composite Score	Financial Impact to TransLink ¹ 2011-2020 (000s)
Evergreen Line Program - Includes capital contribution, bus and facilities integration, wayfinding, and Broadway-Commerical Station	8.5	10.0	9.0	\$ 412,100
North Fraser Perimeter Road - United Blvd Extension to relieve congestion at two nodes	6.5	9.5	8.0	\$ 53,200
Main Street Station Upgrades - Access and capacity improvements;	8.5	7.0	8.0	\$ 16,300
King George Boulevard B-Line Service - Guilford to White Rock via Surrey Central (104th & King George Blvd)	9.5	6.0	8.0	\$ 12,600
Metrotown Station Upgrades - Access and capacity improvements	8.5	7.0	7.5	\$ 12,900
Bus Service Hours to Meet Minimum Guidelines - hours to address critical reliability and pass-ups on key corridors	8.5	6.5	7.5	\$ 51,300
Restore funding to Bike Capital	8.5	6.0	7.5	\$ 17,000
Surrey Central Station Upgrades - Integrate station with area development	9.0	5.5	7.0	\$ 5,900
Highway 1 Rapid Bus Project - Lougheed/Walnut Grove/Surrey Central, 10 min service	8.5	6.0	7.0	\$ 40,900
Restore funding to MRN Minor Capital	8.0	6.0	7.0	\$ 37,900
New Westminster Station Upgrades - To integrate with current adjacent development	6.5	6.0	6.5	\$ 9,200
Bus Service Hours to Accommodate Population Growth - To keep pace with growing demand and population growth	8.5	1.0	5.0	\$ 36,700
Bus Service Hours and Infrastructure on U-Pass Routes - To accommodate U-Pass growth and avoid overcrowding and loss of	8.0	2.0	5.0	\$ 85,100
White Rock to Langley Bus Service - Community Shuttle local stop, 30 min service	6.0	4.0	5.0	\$ 7,500
Lonsdale Quay Upgrades - To improve passenger safety, circulation and environment	6.0	4.0	5.0	\$ 4,200

Potential 2011 Supplemental Plan - Evaluation Results



FUNDING OPTIONS

Funding Sources

- Since Funding Stabilization, sources at maximum:
 - Fuel Tax
 - Parking Sales Tax
 - Hydro Levy
 - Replacement Tax
- Remaining sources:
 - Vehicle Registration Fee
 - Benefitting Area Tax
 - Transit Fares
 - Property Taxes
- MOU provides opportunity to explore other sources in future supplements

FINANCIAL IMPACT

Level of Investment

Candidate Projects that Pass Thresholds	Transport 2040 Criteria	Supplemental Theme Criteria	Composite Score	Financial Impact to TransLink ¹ 2011-2020 (000s)	Cumulative Impact to TransLink 2011-2020 (000s)
Evergreen Line Program - Capital contribution, bus and facilities integration, wayfinding, and Broadway-Commerical Station	8.5	10.0	9.0	\$ 412,100	\$ 412,100
North Fraser Perimeter Road: Phase 1 - United Boulevard Extension	6.5	9.5	8.0	\$ 53,200	\$ 465,300
Main Street Station Upgrades - Access and capacity improvements;	8.5	7.0	8.0	\$ 16,300	\$ 481,600
Metrotown Station Upgrades - Access and capacity improvements	8.5	7.0	8.0	\$ 12,900	\$ 494,400
King George Boulevard B-Line Service - Guilford to White Rock via Surrey Central (104th & King George Blvd)	9.5	5.5	7.5	\$ 12,600	\$ 507,100
Bus Service Hours to Meet Minimum Guidelines - hours to address critical reliability and pass-ups on key corridors	8.5	6.5	7.5	\$ 51,300	\$ 558,300
Restore funding to Bike Capital	8.5	6.0	7.5	\$ 17,000	\$ 575,400
Surrey Central Station Upgrades - Integrate station with area development	9.0	5.0	7.0	\$ 5,900	\$ 581,300
Restore funding to MRN Minor Capital	8.0	6.0	7.0	\$ 37,900	\$ 619,200
Highway 1 Bus Rapid Transit Project - Lougheed/Walnut Grove/Surrey Central, 10 min service	8.5	5.0	7.0	\$ 40,900	\$ 660,200
New Westminster Station Upgrades - Integrate with current adjacent development	6.5	6.5	6.5	\$ 9,200	\$ 669,400
Lonsdale Quay Upgrades - Improve passenger safety, circulation and environment	6.0	4.0	5.0	\$ 4,200	\$ 673,600
Bus Service Hours to Accommodate Population Growth - Keep pace with growing demand and population growth	8.5	1.5	5.0	\$ 36,700	\$ 710,300
Bus Service Hours and Infrastructure on U-Pass Routes - Accommodate U-Pass growth	8.0	2.0	5.0	\$ 85,100	\$ 795,400
White Rock to Langley Bus Service - Community Shuttle local stop, 30 min service	6.0	3.5	5.0	\$ 7,500	\$ 802,900

Option A

Funding Required:
\$39M/yr

(\$31/yr per household)

Option B

Funding Required:
\$68M/yr

(\$54/yr per household)

NB: Projects were evaluated based upon the relative scale of the investment and effectiveness

Scoring: Very High = 10; High = 8; Med = 5; Low = 2; None = 0, Weighted Scores are rounded to the nearest 0.5 increment.

Notes:

¹ Net Annual Impact to TransLink (2011-2020) values differ from the total project costs (included in the project summaries) as they take into account only the related cashflows that occur during the 2011-2020 period and debt servicing may occur over a longer time frame.

Options

- Option A: Evergreen Line and NFPR Phase 1
 - \$39.3 million annual increase from property tax
 - \$31/yr per average household
 - About \$5.20/yr per \$100,000 assessed value
 - Begins in 2011, increases 3% per year
- Option B: Evergreen Line, NFPR Phase 1 and key regional investments
 - \$68.2 million annual increase from property tax
 - \$54/yr per average household
 - About \$9.00/yr per \$100,000 assessed value
 - Begins in 2011, increases 3% per year

TransLink's Borrowing Limit

- Significant investment in capital
- Requires increase to TransLink's current borrowing limit from \$2.8B
 - Option A: to approximately \$3.3 Billion
 - Option B: to approximately \$3.5 Billion
- Approval by the Mayors' Council required, including consultation with the Metro Vancouver Board

NEXT STEPS

Next Steps

- TransLink Board to determine whether a Supplemental Plan will be brought forward
- Proposed schedule if decision is made to proceed with a 2011 Supplemental Plan:
 - Consultation activities held this month
 - Plan submitted to Mayors' Council and Commissioner in November

Potential Consultation Questions

- Option A: Evergreen Line and NFPR Phase 1
 - \$39.3 million annual increase from property tax, starting in 2011
 - \$31/yr per average household
- Option B: Evergreen Line, NFPR Phase 1 and key regional investments
 - \$68.2 million annual increase from property tax, starting 2011
 - \$54/yr per average household

THANK YOU