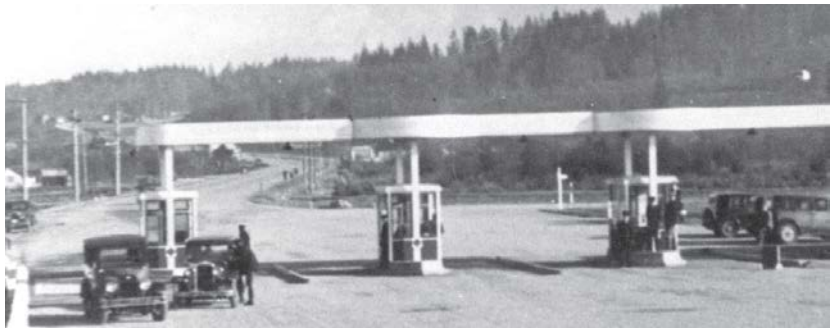
The Current and Future Role of Mobility Pricing in Metro Vancouver

Mayor Richard Walton
Chair of Mayors' Council on Regional Transportation, Metro Vancouver
Director, TransLink Board of Directors

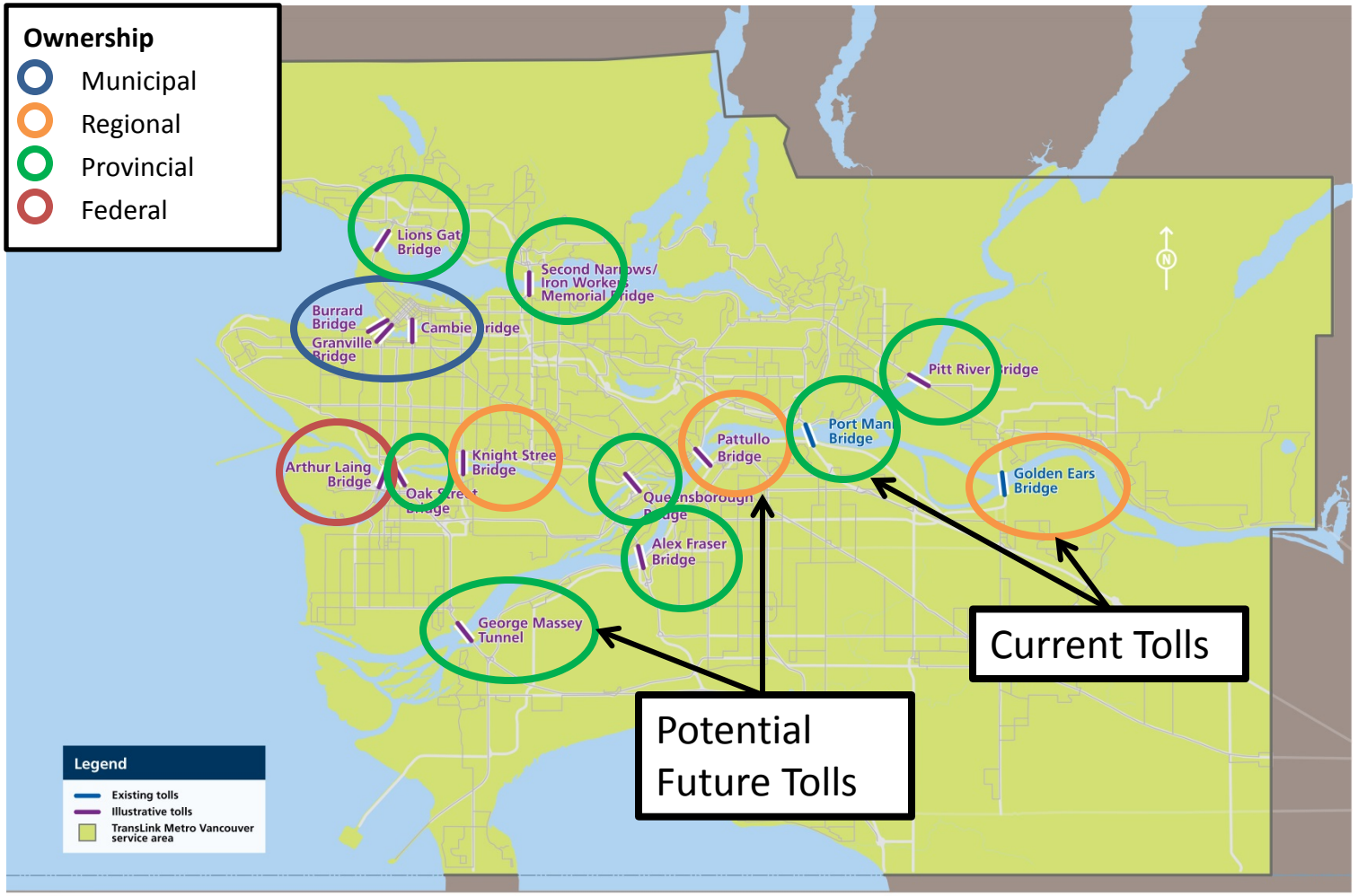
What is motivating Metro Vancouver to develop Mobility Pricing?

- We are currently sleep-walking our way into a regional tolling policy
- Current forms of pricing and paying for the system are unsustainable -and inefficient
- Upcoming major investments across all transportation modes and we need to price the system efficiently to achieve the intended benefits
- Economists and policy makers across the spectrum agree that mobility pricing is the general direction we need to be heading

A Sporadic History of Tolls in Metro Vancouver



Facility tolling is resulting in a de facto cordon in one part of the region

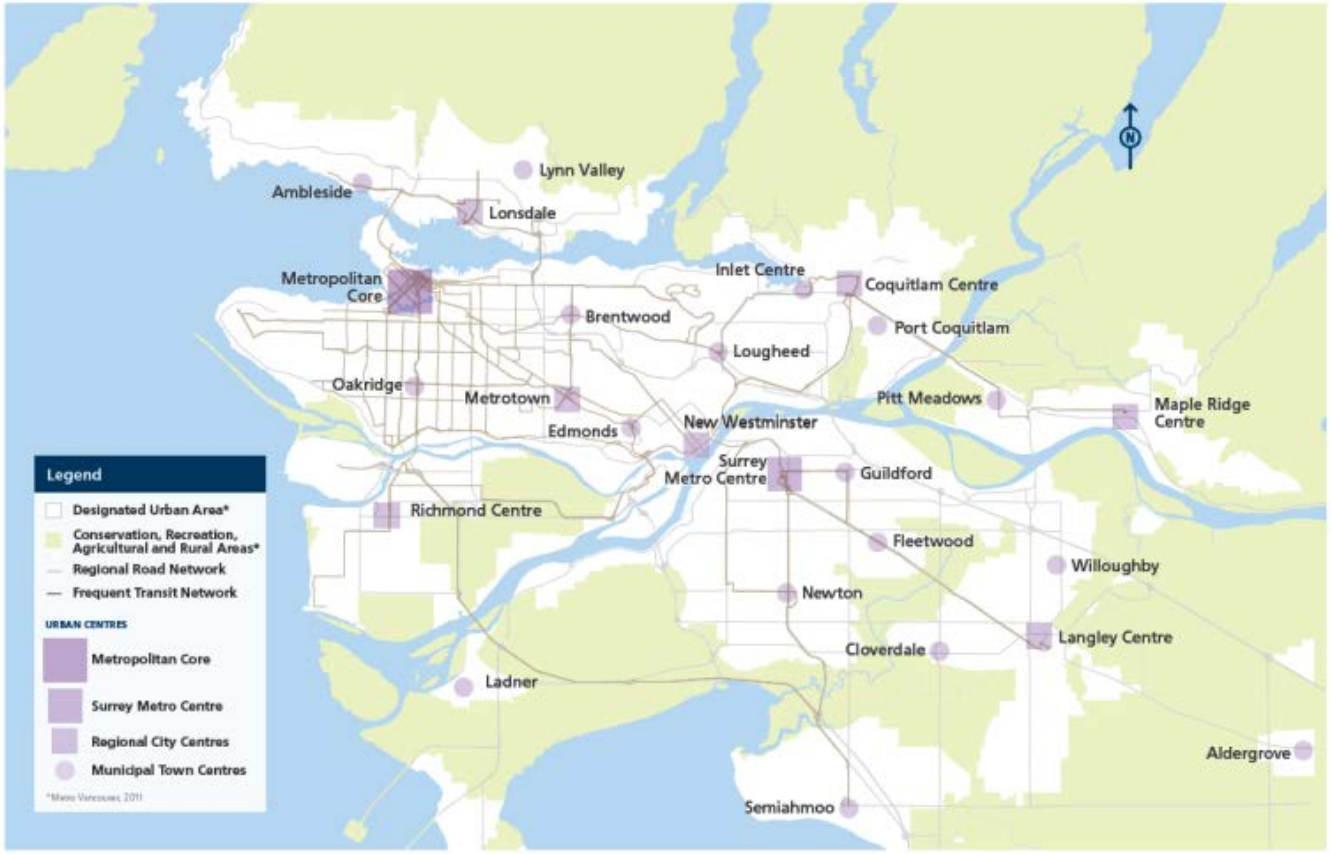


Major Water Crossings Toll Map

Recent Facility Tolls on Bridges

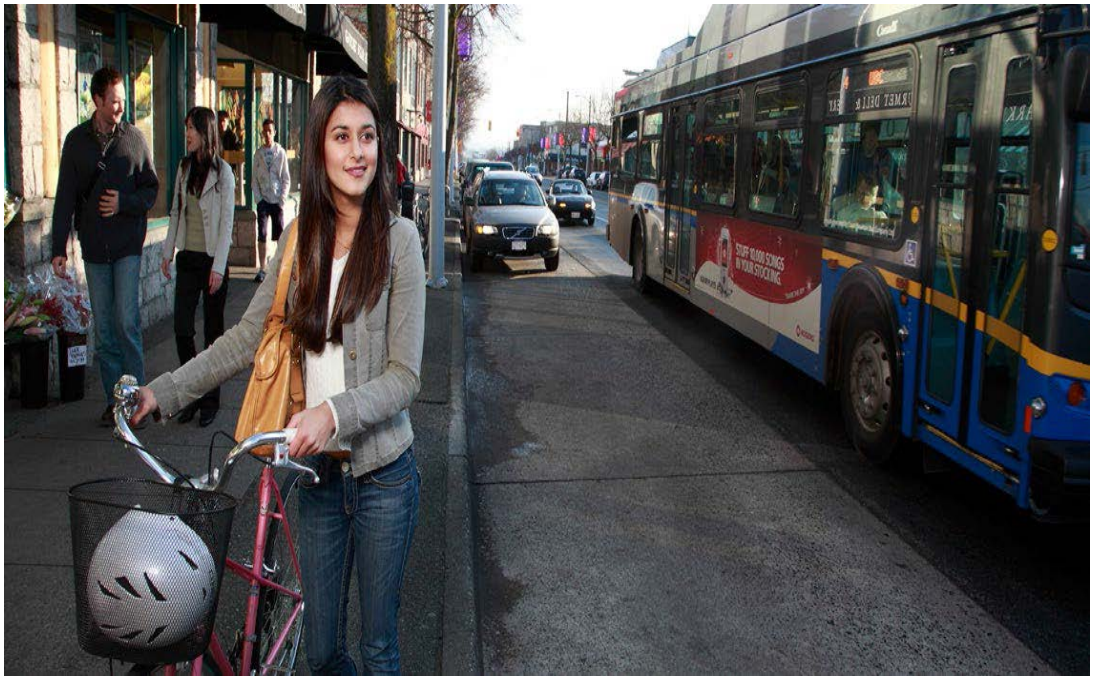
- In the last 5 years two tolled bridges have opened.
- Tolls being used to service the debt incurred.
- No coordination of tolling currently – one a Provincial bridge the other regional.
- Raises questions about fairness – why are some crossings tolled and others not.
- Provincial policy (for a ‘free alternative’) soon to be placed under strain with upcoming decisions on new bridges.

Context for Mobility Pricing in Metro Vancouver
1. Densification in Town Centres



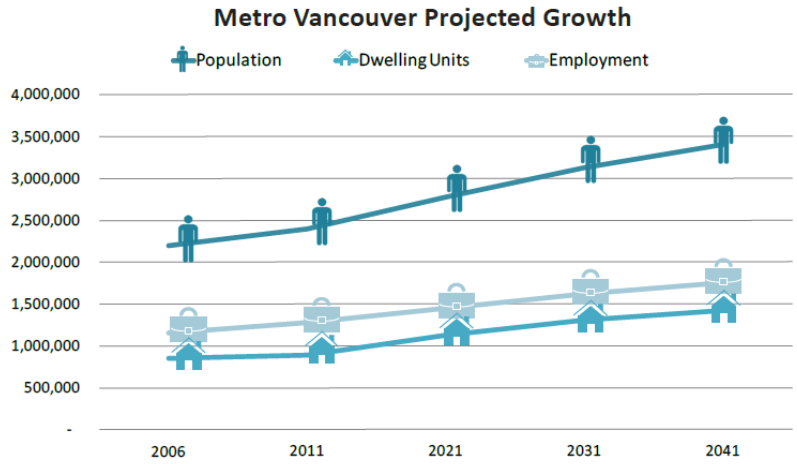
How do we build and manage a transportation network to best serve a polycentric region?

2. Residents are Demanding Choice



Demand for transit oriented, walkable, and bikeable communities is increasing across a range of demographic groups.

3. Demand for Transit Service Increasing

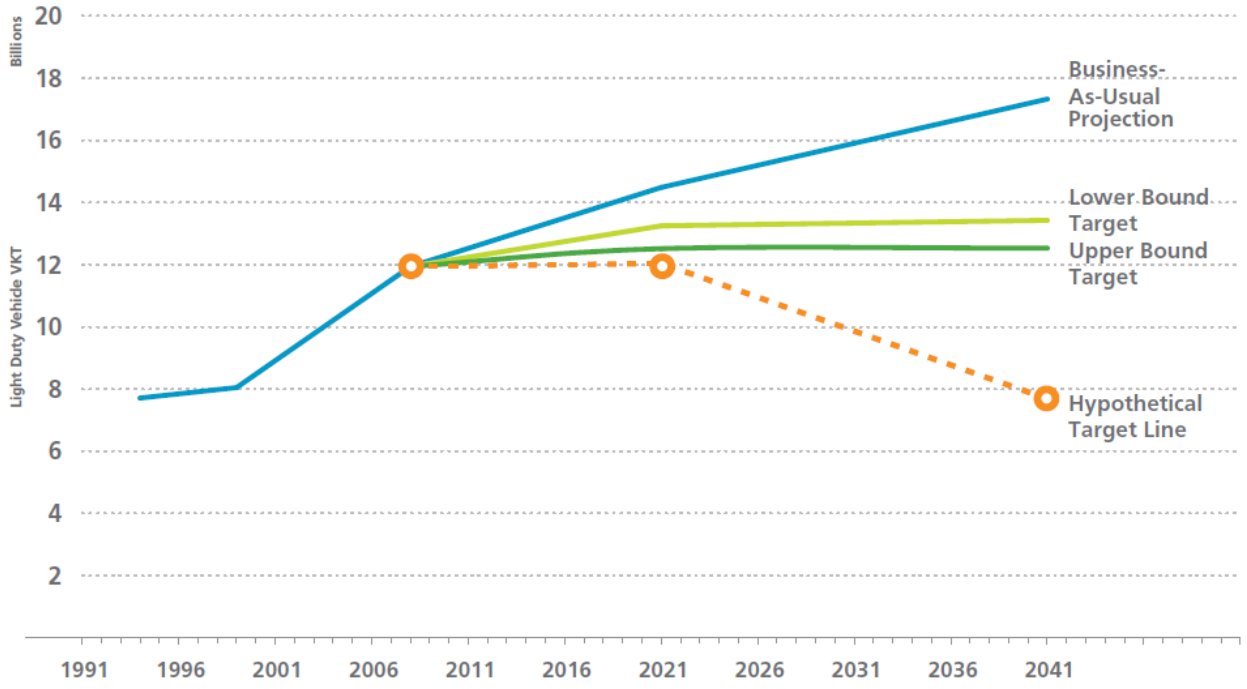


Transit trips up <u>80%</u> since 2000

Population up ~20% in the same period

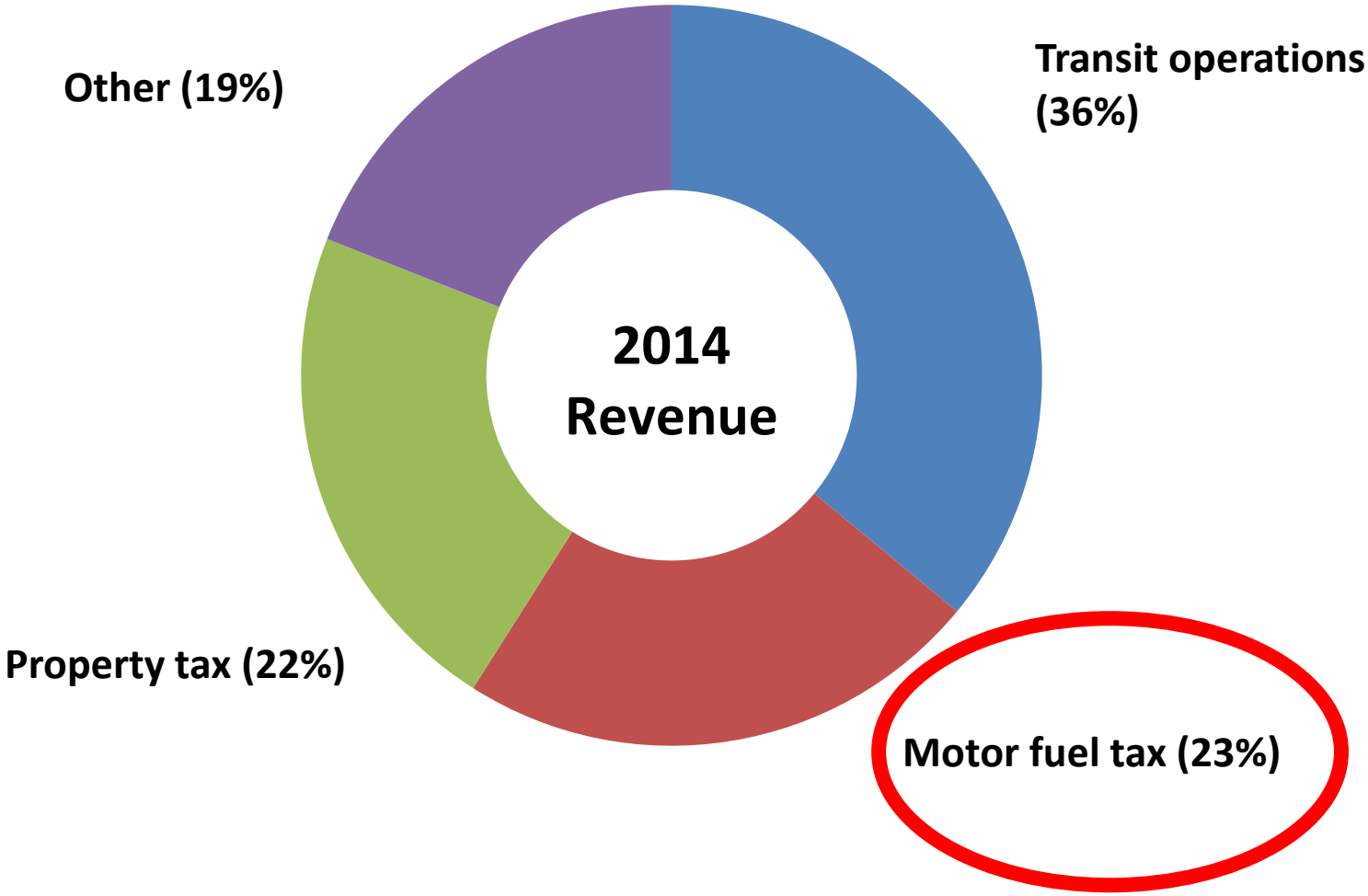
4. Accommodate 1 Million more People, without increasing total driving

Figure 4: Projected VKT and target ranges.

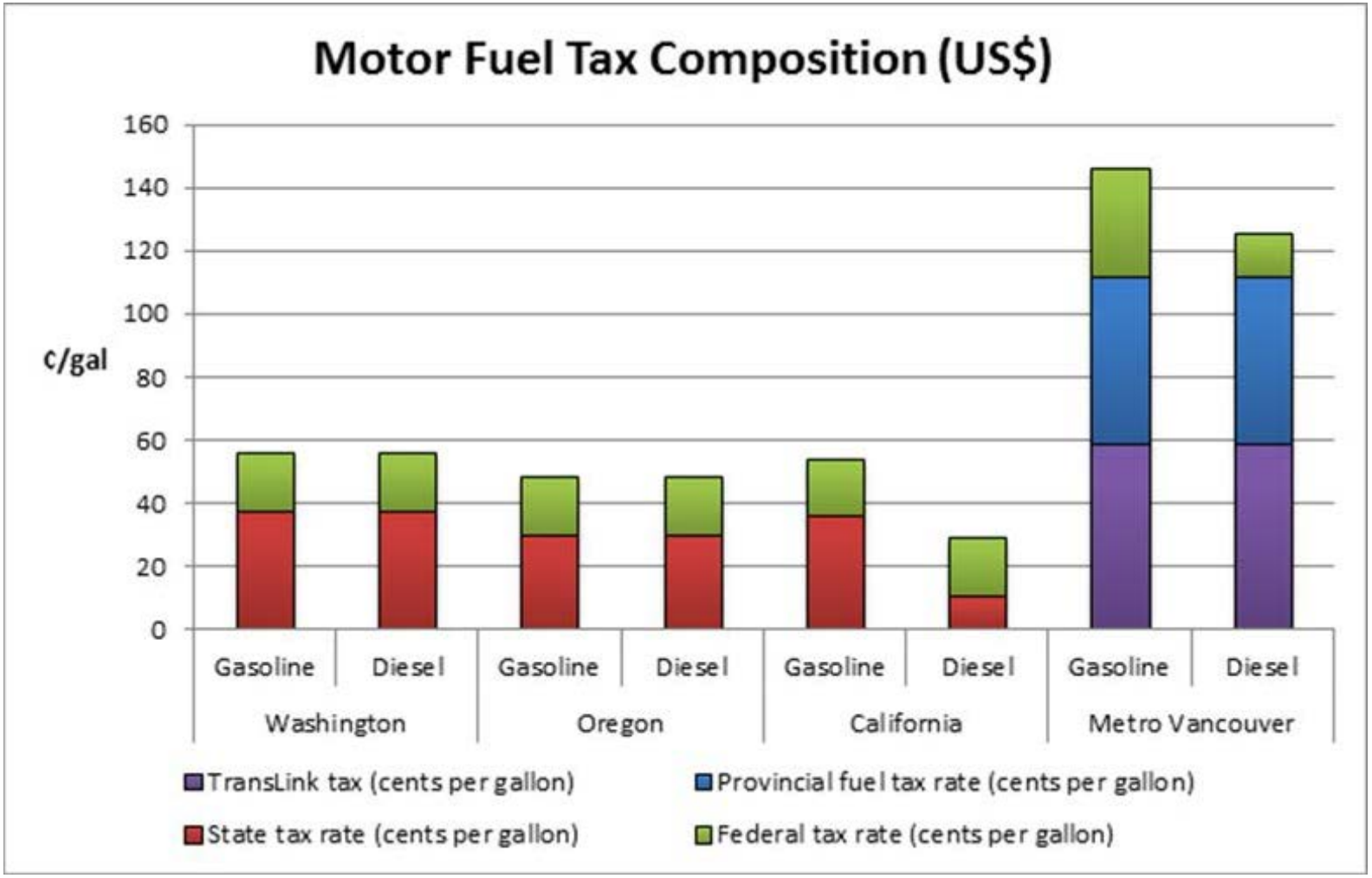


Since 2008, VKT per capita has declined 8% - people are driving less and forecast to continue this trend.

Current Sources:
TransLink Heavily Reliant on Fuel Sales Tax for Transportation Revenue



In a North American context we have a high fuel sales tax rate



But….Major Challenges to Fuel Tax Revenue

Increased vehicle fuel efficiency

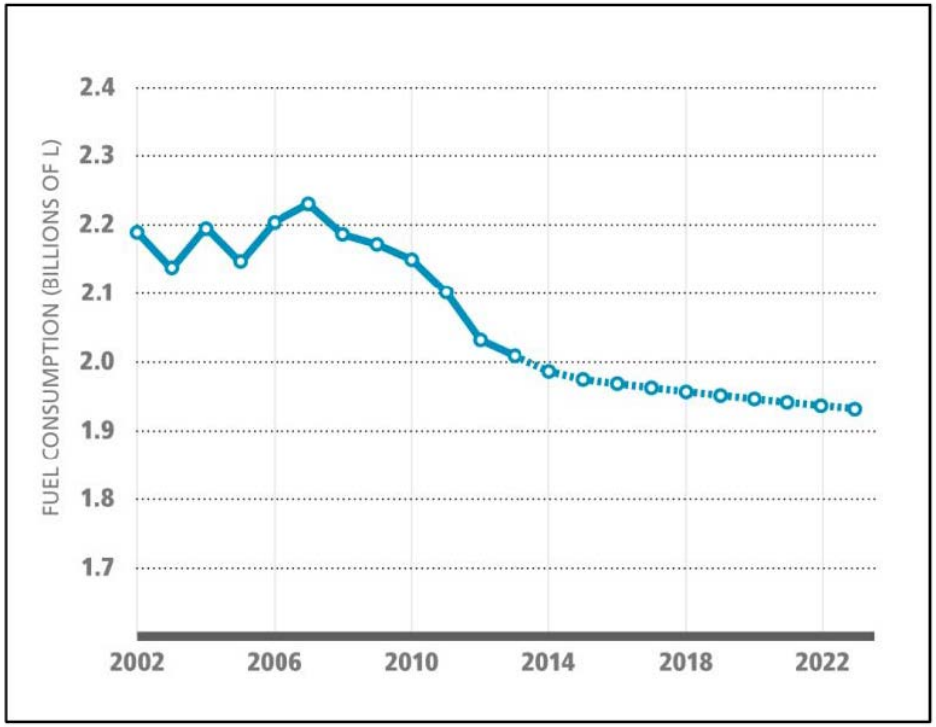
+

Cross border fuel purchase

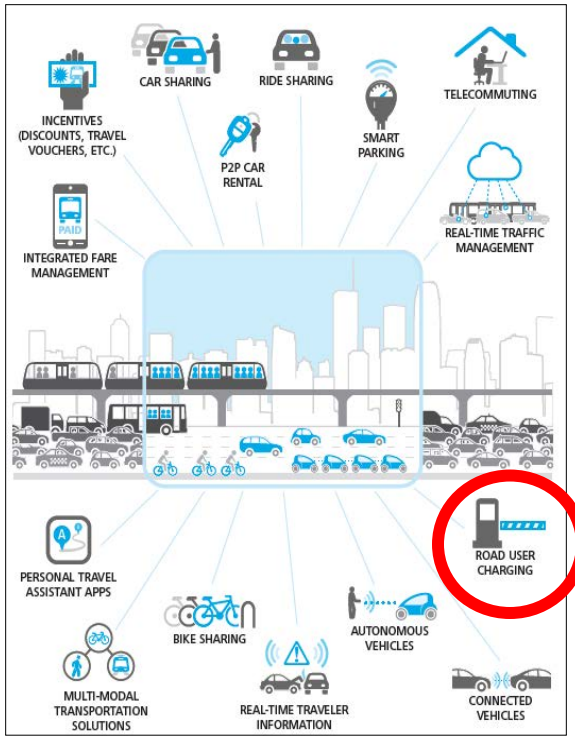
+

Declines in VKT per capita

=

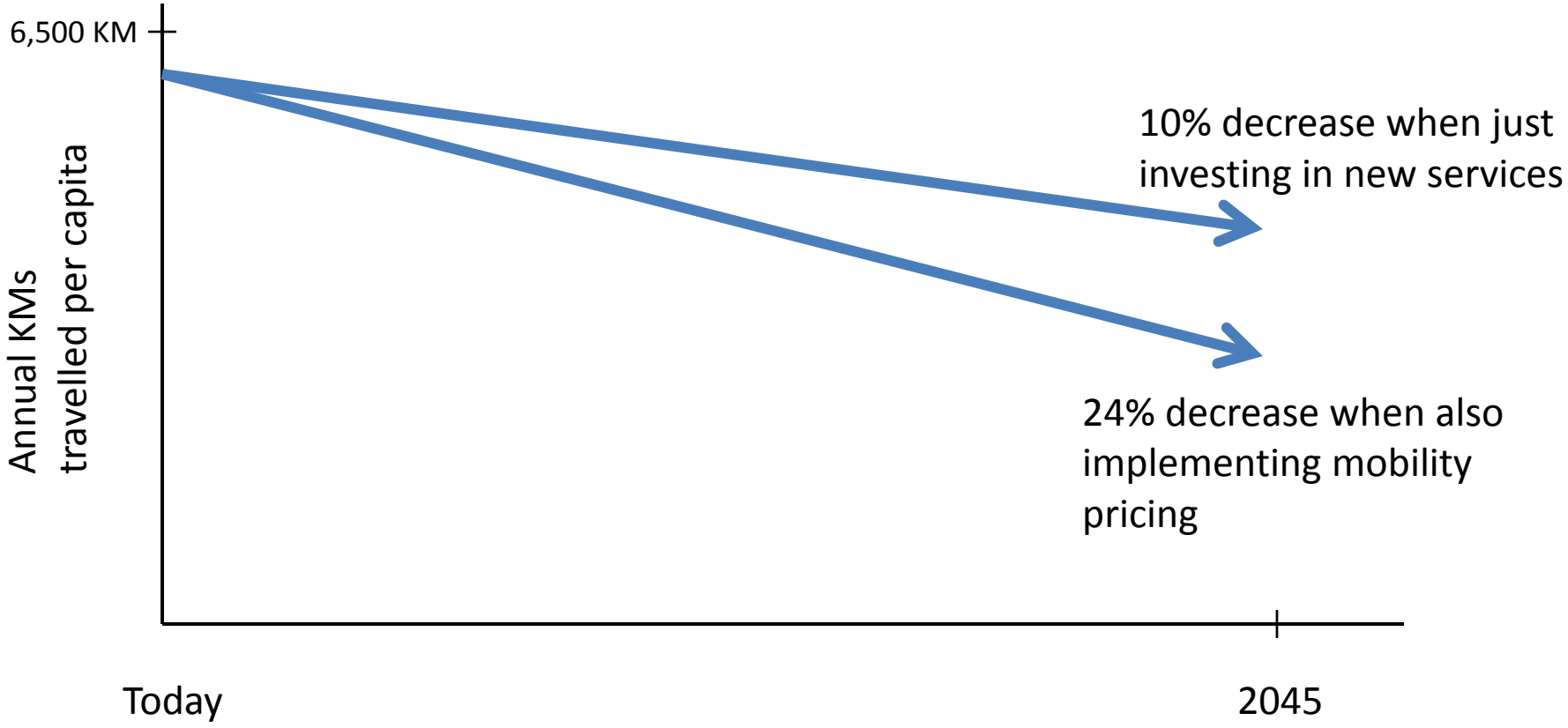


The solution….Mobility Pricing



- We already price many parts of the transport system – now we need to include **road usage charges**.
- Requires integrated thinking on pricing and the delivery of options.

Pricing Essential to Managing Growth and Congestion

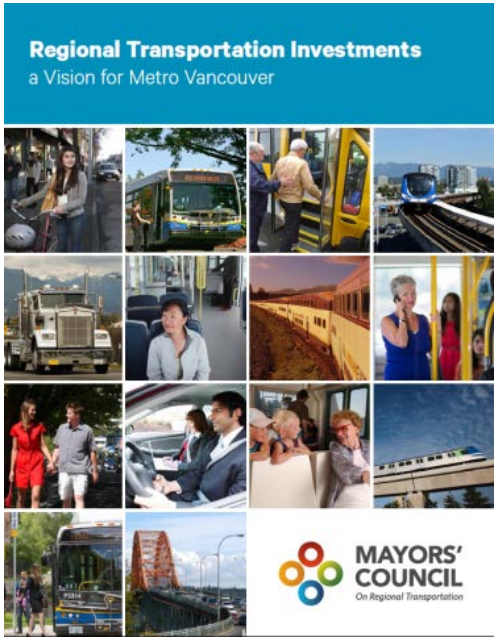


Recent Policy Direction on Mobility Pricing

SYSTEM MANAGEMENT

'Price the transportation system more effectively.'

'Firmly committed to staging the introduction of more comprehensive mobility pricing within 5 to 8 years on the road network in tandem with these investments.'



Supporting actions:

Improve parking management; mobility management; transit priority measures; road system management

Some positive coverage of the proposals

FULL COMMENT

TRENDING Redford | Israel | Ford | Ebola | Ukraine | Subban | Iraq | Coyne | Blatchford

Andrew Coyne: Vancouver's road pricing proposal a revolutionary fix for gridlock

ANDREW COYNE | June 16, 2014 9:56 PM ET
More from Andrew Coyne | @acoyne

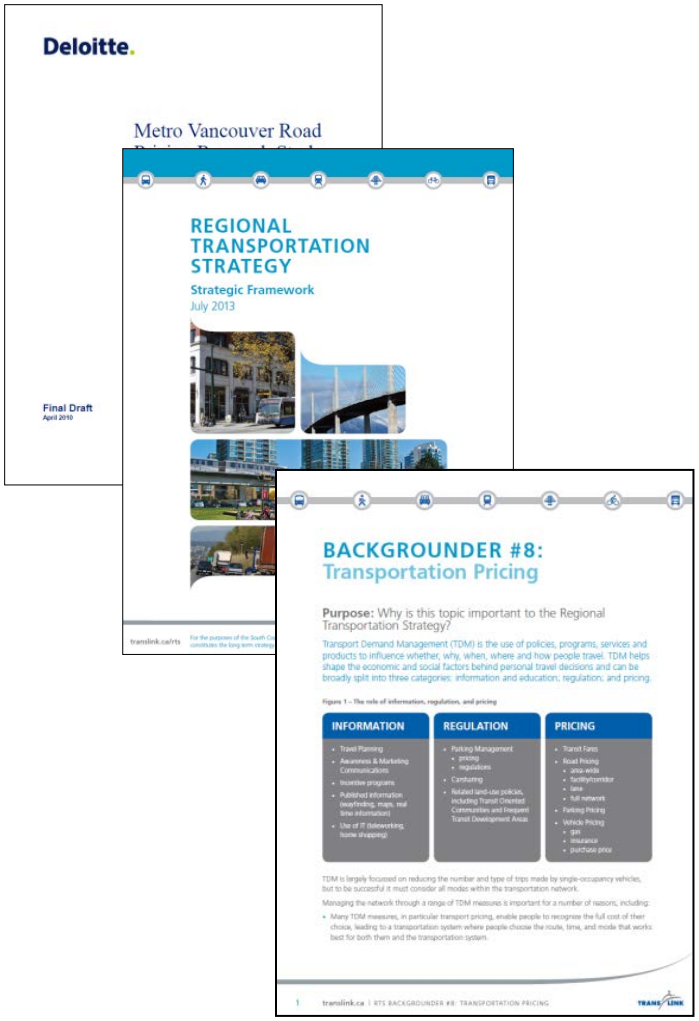
Republish
Reprint

"For the first time, a group of elected leaders in Canada has put forward an actual, rather than pretend, solution to the congestion problem." (National Post)

"They are well along on the right track. Let other large Canadian cities follow their lead." (Globe and Mail)

The Path Forward

- March 2015 referendum on transport funding and investments
- Mobility pricing unlikely in the question – focus on near-term funding
- Likely 5-8 years before a comprehensive mobility pricing in place. Commencing work on large scale field study in 2015
- Key steps to success:
  - Overcoming the structural silos, in particular involvement of the Provincial Government;
  - Fostering ‘fire souls’ to champion the policy; and
  - Undertaking the next steps of technical and consultation work.



Thanks

Questions?