



METRO VANCOUVER TRANSPORTATION AND TRANSIT PLEBISCITE

Why voting YES is the way to go?

Conflicting views, many of which are polar opposites, abound in this conversation - all of which attempt to boil a complex issue down to a stark yes or no vote. Who can argue against better transit in our rapidly growing corner of BC? Should we upgrade bus and skytrain services? Yes. Would we benefit from improved connections between pedestrians and transit services? Yes. Is there more work needed to enhance corridors for cyclists? Yes. Is there a need to upgrade our current road networks? Yes. In contrast, should we hand over tax generated revenue to a governance model that has failed to inspire confidence? No. This is where we, as thoughtful citizens of the Metro Vancouver region, need to put the political decision by the BC Liberals into perspective and not be side-tracked by their attempts to distance themselves from any ownership of an unpalatable decision. The plebiscite, when stripped bare, is simply a mechanism that allows the governing party, despite being the very body that legislated the current dysfunctional governance model of Translink, to pass the buck and avoid a hard funding choice.

Currently, traffic congestion is costing us all, both literally and figuratively, on multiple levels. Productivity in the workplace is impacted and longer times for conducting business will translate into increased costs for goods and services downloaded to consumers. Time is lost from ourselves and our families with its consequent impact on quality of life. These tangible and intangible costs, including the cost to health from deteriorating air quality, will only continue to rise if there is no plan in place for improvement. The cost of this proposal is estimated at \$0.34 per day per household while the cost of doing nothing is substantial. In terms of dollars alone, inaction will result in an estimated cost of \$500 per person over the period covered by the plan. With an anticipated growth of over one million people in the Metro Vancouver region over the next 25 years, this is simply not good enough. Funding must be secured to ensure that improvements to transit and transportation are realized. The plan as outlined estimates that 70% of residents in the region will see a 25% increase in bus services, including night buses and handydart; furthermore, we will see a 20-30 minute reduction in commute times. The time to act is now. Consider voting yes in the Transportation and Transit Plebiscite.