



**Date: March 5, 2012**

**To: Andrew Brooke, Manager Public Consultation, TransLink, Andrew.brooke@translink.ca**

**Subject: Revenue Sources to Support Transportation Improvements**

Dear Andrew:

At the TransLink Advisory Committee held on March 2, 2012, we heard from several business-based groups (BC Chamber of Commerce, Vancouver Board of Trade, BOMA), all of whom strongly advocated that the primary revenue for TransLink system-wide transportation enhancements be funded through the following sources, or mix of sources:

- A vehicle levy or vehicle registration fee, which could be sensitized to a number of factors: fuel efficiency, vehicle model (hybrid), kilometer usage, etc.
- Continuation of the current 2% incremental property tax allocation
- Possible other funding sources such as a reallocation of the present revenues derived from the existing carbon tax.

We would note that all of these funding sources are equitable and non-discriminatory in their applicability to all taxpayers and users of provincially- funded transportation infrastructure.

NAIOP Vancouver (Commercial Real Estate Development Association) strongly supports the views of these business-based groups and their advocacy of a fair funding formula.

In addition to its support for this position, NAIOP would like to re-iterate its past position for the immediate rescindment of the increase to the Parking Sales Tax on the grounds that it is inequitable and not economically sustainable. This tax has been disproportionately borne by automobile users and ultimately commercial tenants in Vancouver's Central business District, while automobile users travelling to suburban destinations are not paying their equitable share of the cost of the transit system. In any tax or levy designed to support transportation improvements, it is NAIOP's view that the pain be shared by the entire region of Metro Vancouver, rather than just the Vancouver CBD, since the transportation improvements envisaged are also system wide.

Sincerely,

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