

- 24 Jan 2015
- The Vancouver Sun
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- VANCOUVER SUN

Changes to ballot keep voters guessing

Language is clearer but fewer details are included on projects and rationale

The ballot for the upcoming plebiscite for transportation funding in Metro Vancouver has seen a raft of changes since it was first introduced last month.

And that may be partly to blame for the confusion out there as Metro Vancouver residents consider whether to vote Yes or No for a 0.5-per-cent increase in the provincial sales tax, said Mario Canseco, a pollster with Insights West.

The proposed tax, dubbed the congestion improvement tax, would only apply to Metro Vancouver and would be used to help fund a \$7.5-billion transportation plan that includes more buses, a new Vancouver subway and light rail for Surrey. Other funds would come from the provincial and federal governments.

The changes on the ballot, which was constructed originally by the mayors' council and then altered by the provincial government, include clearer language but remove some of specifics about individual projects that will benefit from the congestion tax.

20 Comment(s)

[WaskesiuT](#)

24 January 2015

07:15

Apparently the Spend-OPM crowd also believes it's possible to pick up a turd by the clean end.

<http://www.notranslinktax.ca/>

[Wet Coaster](#)

24 January 2015

07:26

It appears to favour some parts of the Lower Mainland. Anyone south of the Fraser will see added costs but no real betterment in service. One part that really makes me cross is extending subway service to UBC. That benefits the wealthy and university students.

Even Surrey is pandering to just the northern part. I am voting no even before I get around to considering how Translink has spent the money we've already given them. Taking out the words about having accountability is very instructive. It looks like more of the same wasteful spending will be the outcome of a Yes vote.

[John Gee](#)

24 January 2015

08:16

Who's going to use the UBC Skytrain May-September? School's out during that time....

[Graham Kreklau](#)

24 January 2015

08:36

So they want me to pay more in sales tax for the privilege of paying for a tolled Pattullo bridge. I live in the Guildford area of Surrey. Where's my free reasonable alternative. All people on the north side of the Fraser river drive a brand new freeway with new interchanges and pay nothing extra in fees. I know the bridge was very costly to build but all that new infrastructure wasn't cheap either.

[DirtyHarry](#)

24 January 2015

09:56

Of course they want to be short on or ever changing specifics. That way Translink can continue to misrepresent spending, pander to their pet projects, confuse and confound the public, all in the name of improvements. Never ever going to vote yes to this band of incompetents to take more of my money.

[nickname22503](#)

24 January 2015

10:11

I really dig the part about not having audits and public reportings. Thrilled!

[Art Iskandid](#)

24 January 2015

11:40

California has had tax/revenue/spending problems with voters rejecting initiatives. Our transit vote is a spending initiative. Let's face it - we don't get to vote on most initiatives.

We vote, and usually with great indifference and ignorance in municipal elections. How the revenues are spent - brilliantly or wastefully - is out of our hands.

I would guess that this Transit initiative will fail.

[VPL Library](#)

24 January 2015

11:41

Norm:

The article CLEARLY STATES "The changes on the ballot, which was constructed originally by the mayors' council and **then altered by the provincial government**, ... removed some of specifics about individual projects that will benefit from the congestion tax. "

Again, to be clear, the psudeo-conservative Liberal government wants the no vote to succeed so they can skip their duty to fund transportation development in the lower mainland. The Liberal gov demonstrated that earlier by ramming the single option of a 0.5% tax down the Council's throat and now by changing the ballot to throw the vote even more to the anti-development side. Development that must happen in the coming years as around a million new migrants move to metro Vancouver.

Voting no is short-sighted idiocy. Don't cut off your nose to spite the face.

[The Green Bastard](#)

24 January 2015

11:45

long steps is always rite, don't fur git it!

[real-world](#)

24 January 2015

12:15

Do you guys realize that Robertson's Broadway metro line to UBC would cost at least \$2.8 billion, more than \$2.5 billion we would pay in ten years and serve the University that has only 171 teaching days per calendar year ref. to

<http://www.calendar.ubc.ca/Vancouver/index.cfm?page=deadlines>? Meaning that for almost a half a year this \$3 billion dollar rat hole (after the certain overruns are added) would run half empty.

Not In Our Name of VPL Library

24 January 2015

12:27

From yesterday's e-paper -

The 'no' anti-developers now seem to obsess over one issue - a red herring because Robertson's plan is one option that one man, Robertson, is pushing. Folks, use your

reasoning... the other mayors have to also sign on along with others such as funding governments. The "subway" won't happen. Ever.

Yes by casting no you'll get the emotional satisfaction by hitting back at him. Feels good to let loose your inner savagery. But LOOK at the big picture, look at the thousands of hard-working people you'll screw over with an idiotic no vote... while you sit in your retirement man-cave pontificating on the internetz, rarely having to venture out into the real world. Don't make their/our working lives more difficult than it has to be.

Don't cut off your nose to spite the face.

[RHW](#)

24 January 2015

12:31

Settle down daryl.

Any more contributions before we take a vote GB?



[The Green Bastard](#)

24 January 2015

12:54

nope, going to go hit some golf balls, play some snooker and top it off with a few cold ones then check back later and see if there are any or many voters....

Jeepers of VPL Library

24 January 2015

13:14

UBC is in operation during the Summer--ever hear of summer school? In fact the 99 buses run constantly during the year (are are really full--try living on the streets where the buses run--and try to get to your job at UBC!). Really folks--the wealthy are unlikely to take the train, subway or bus--unless they are really intelligent. If the transit referendum fails, then welcome to a vehicle tax and traffic congestion. Cities like Berlin have gotten the traffic issues for year--one can use the tram, train and bikes all on one pass. And, there is little need for a car, even in the suburbs.

24 January 2015

14:55

The ballot is a hoax to let the politicians pretend they know what they are doing

Pledge to save the Viaducts and skip the tax increase

[Cheryl A](#)

24 January 2015

15:21

It seems those people in Vancouver want to vote yes. How about they pay for all the transit because they have the majority of it and those of us south of the river are tired of paying more than our share so Vancouver can have better transit. The vote must be NO.

[GMan](#)

25 January 2015

09:50

Sorry Cheryl, I live in Vancouver and in no way do I want a crippled, \$2.5 billion subway line.

[Coastal Wolf](#)

25 January 2015

10:06

I do not like the new wording it is far less specific. In other words you know less about what your money will actually be spent on. For example. the old wording specifies 11 new B-lines. The new wording just B-lines and rapid bus routes. The old specified light rail in Surrey the new just rapid transit. The old specified tunnelling along Broadway the new just rapid transit.

I suspect Surrey will end up with sky train as Provincial govt. funding will also be required and they will not fund light rail. I would hope Skytrain alone Broadway would not be tunneled as an above ground system would cost a lot less.

There is a lot of talk about north of the Fraser vs south of the Fraser. But I assure you the region that gets the less out of this is north of Burrard Inlet. There is nothing in this Pleb for the over 200000 people in the North Shore. we need the whole north end of the second narrows rebuilt and we need rapid transit along the shore area and over into Vancouver. We are proceeding with new growth and no transit plan.

Not In Our Name of VPL Library

25 January 2015

13:00

GMan's comment: perfect example of a red-herring by the anti-development no side. The "subway" is one man's wish that won't get the other mayors' approval.

[RHW](#)

25 January 2015

17:09

The fact that it is on the agenda at all indicates the level of incompetence.