

# Update to Phase One of the 10-Year Vision

## 2017–2026 INVESTMENT PLAN

JULY 27, 2017

Approved by the TransLink Board of Directors – July 19, 2017  
and the Mayors' Council on Regional Transportation – July 27, 2017

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For the purpose of the *South Coast British Columbia Transportation Authority Act*, this document constitutes the investment plan for the 2017-2026 period. Initial approval for the 2017 investment plan was granted November 23, 2016, and the plan was updated in July 2017. This document is the updated 2017 investment plan and will serve as TransLink's strategic plan until a replacement investment plan is approved.

## ABOUT TRANSLINK

The South Coast British Columbia Transportation Authority (“TransLink”) is Metro Vancouver’s regional transportation authority. TransLink is responsible for regional transit, cycling, roads, goods movement, and commuting options, as well as Intelligent Transportation Systems programs. Transit services are delivered through operating subsidiaries, such as the Coast Mountain Bus Company and the British Columbia Rapid Transit Company, as well as third-party contractors. TransLink also shares responsibility for the Major Road Network and walking and cycling infrastructure with its local government partners. TransLink is the first North American transportation authority to be responsible for planning, financing, and managing all public transit in addition to major regional roads, bridges, and cycling.



### WHAT IS METRO VANCOUVER?

Under the SCBCTA Act, TransLink’s service region includes all of the areas within the Greater Vancouver Regional District, namely 21 municipalities, one electoral area, and one Treaty First Nation. Together these areas are often referred to as “Metro Vancouver”.

## ABOUT THE PHASE ONE PLAN

The South Coast British Columbia Transportation Authority Act (“SCBCTA Act”) requires TransLink to develop investment plans that identify planned transportation services, initiatives, and capital investments for future years, as well as how those services, initiatives and investments will be funded from established revenue sources. The investment plan must be guided by:

- the regional growth strategy,
- provincial and regional environmental objectives, including air quality and greenhouse gas emission reduction objectives,
- anticipated population growth in, and economic development of, the transportation service region,
- TransLink’s current long-term strategy, and
- provincial transportation and economic objectives.

The TransLink Board of Directors is responsible for preparing the investment plan, then provides the plan to the Mayors’ Council on Regional Transportation (“Mayors’ Council”) for approval. After both governing bodies have approved the investment plan, it serves as TransLink’s strategic and financial plan for the applicable years. The SCBCTA Act requires investment plans be updated every three years or more frequently.

Over the course of 2016, the TransLink Board of Directors and Mayors’ Council worked collaboratively to guide development of this investment plan and approved minor updates in 2017. This investment plan, the Phase One Plan (the “Plan”), outlines TransLink revenues, expenditures, services, and initiatives for the years 2017 to 2026 (the “Plan period”).

### CAUTION REGARDING FORWARD-LOOKING STATEMENTS

From time to time, TransLink makes written and/or oral forward-looking statements, including in this document and in other communications. In addition, representatives of TransLink may make forward-looking statements orally to analysts, investors, the media, and others.

Forward-looking statements, by their nature, require TransLink to make assumptions and are subject to inherent risk and uncertainties. In light of the uncertainty related to the financial, economy, and regulatory environments, such risks and uncertainties, many of which are beyond TransLink’s control, and the effects of which can be difficult to predict, may cause actual results to differ materially from the expectations expressed in the forward-looking statements.

## LETTER FROM THE TRANSLINK BOARD OF DIRECTORS AND THE MAYORS' COUNCIL

On behalf of the TransLink Board of Directors and the Mayors' Council on Regional Transportation, we are proud to introduce the Plan for Phase One of the 10-Year Vision for Metro Vancouver Transit and Transportation. The development and approval of this Plan represents a major step forward – the first significant new region-wide investment in transit and roads in Metro Vancouver in almost a decade.

This Plan responds to the growing demand for transit services in our region, and builds upon the excellent work TransLink is doing to maintain a world-class transit system that helps make Metro Vancouver a great place to live. But the reality is that investments in transportation have not kept pace with growth in recent years. In every community throughout our region, residents and stakeholders have urged us to take action to address overcrowding on our transit system and congestion on our roads. We're doing this by taking the first step forward in realizing the 10-Year Vision, our region's blueprint for the transit, roads, bridges, and cycling and pedestrian infrastructure Metro Vancouver needs for the future.

With the Phase One Plan, TransLink now has the strategy and the resources to begin making real improvements to the way residents travel every day. There will be more and better transit service region-wide, new services to areas which haven't had transit before, a significant increase in HandyDART service, strong action to address bottlenecks on the region's Major Road Network, and investments in pedestrian and cycling infrastructure. These investments will enhance quality of life for residents, help grow our thriving economy, and sustain the environment – making a real, positive difference that will benefit residents and businesses all across Metro Vancouver.

The Phase One Plan is a team effort that reflects the contributions of many people. This is the first time that the TransLink Board and the Mayors' Council – representing 23 local communities – worked together to reach a common vision for the region's transit and transportation future. That's an unprecedented achievement. We held open houses across the region and invited the public to have their say. We consulted community, environmental, and business stakeholders. We listened to their input and made sure the Plan embodies the priorities and excellent advice we heard. The Plan also owes much to TransLink's staff, whose hard work, dedication, and expertise have made this Plan possible.

The Government of Canada and the Government of British Columbia are also key partners. Phase One of the 10-Year Vision will advance significant improvements to our local transportation network thanks to a combination of federal and provincial government investments, along with contributions from Metro Vancouver residents and businesses.

With this Plan, much is accomplished, but there is more to do – and the Mayors' Council and TransLink Board of Directors won't stop until the job is done. We are absolutely dedicated to building on our positive momentum. Building the Broadway subway in Vancouver, connecting communities in Surrey and Langley with light rail, replacing the Pattullo Bridge, and continuing to expand bus, rail, and HandyDART service are key priorities that are critical to keeping our region, province, and country moving forward. These projects depend on our ongoing work to secure funding from all three levels of government for the next phases of the 10-Year Vision.

Working together, and in partnership with communities, stakeholders, and the federal and provincial governments, we are committed to making strategic investments in our transportation network with the goal of creating a more sustainable future for Metro Vancouver and for everyone who lives and works here.

Sincerely,



Don Rose  
Chair, TransLink Board of Directors



Mayor Gregor Robertson  
Chair, Mayors' Council on Regional Transportation

## LETTER FROM THE CEO

TransLink is ready to deliver the services and investments in Phase One of the 10-Year Vision for Metro Vancouver Transit and Transportation.

At TransLink, our focus is on our customers – transit users, motorists, HandyDART riders, cyclists, pedestrians, and goods movers. Since I became TransLink’s CEO in March of this year, TransLink has engaged thousands of customers, and their message to us has been loud and clear. They are frustrated with overcrowding on transit and with congestion on our region’s roads. Every day, they are living what happens when demand for transit and transportation reaches an all-time high. They want to see change for the better, and they want it now.

My priority, and what the Phase One Plan allows TransLink to do, is to deliver the positive change our customers are demanding – strong action to relieve overcrowding and pass-ups on our transit system and to tackle the gridlock that is costing Metro Vancouver businesses precious time and money.

Recent federal and provincial government investments in transit and transportation infrastructure represent a tremendous opportunity for Metro Vancouver. They are game changers. I applaud senior governments for recognizing the need, as well as the TransLink Board and the Mayors’ Council for seizing this moment and putting forward the responsive and comprehensive plan that delivers the improvements TransLink’s customers want and the region needs.

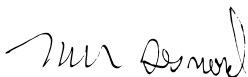
At TransLink, we are ready to deliver the new and expanded services included in this Plan. Our team has put in months of detailed planning and preparation, and engaged thousands of Metro Vancouver residents through public consultation. Now we are looking forward to putting this preparation into action. The result is that Metro Vancouver residents will start to see increased SkyTrain and SeaBus service starting in January 2017, with major bus service improvements starting to roll out in April, and road, cycling, and walking infrastructure projects to follow.

Highlights of the Phase One improvements include:

- 10% increase in bus service – which represents 40% of the bus service expansion identified in the entire 10-Year Vision;
- 15% increase in HandyDART service;
- 20% increase in rail service;
- New or expanded transit services for neighbourhoods that currently have few – or no – transit options today;
- Safer walking and cycling routes; and
- Improvements to the Major Road Network.

An integrated, sustainable, and innovative transportation system is vital to protecting our quality of life and supporting a more productive economy for Metro Vancouver. On behalf of TransLink, I want to convey our excitement to begin implementing Phase One of the 10-Year Vision. We are committed to its success, and we look forward to continuing to work closely and collaboratively with decision-makers at all levels to make this Plan and the entire 10-Year Vision a reality.

Sincerely,



Kevin Desmond  
Chief Executive Officer, TransLink

## Executive Summary of the Phase One Plan

As the regional transportation authority for Metro Vancouver, TransLink plans, operates, and maintains bus, SeaBus, SkyTrain, West Coast Express, and HandyDART services, as well as five of the region's bridges. TransLink also shares responsibility with local governments for the Major Road Network and walking and cycling infrastructure.

In the last decade, overcrowding on the transit system and traffic congestion on roads has worsened as Metro Vancouver's population has grown. Yet the key funding sources available for TransLink to maintain and expand the transit system and Major Road Network – transit fares, property taxes, and motor fuel taxes – have failed to keep up with inflation and growing demand for transportation. As a result, TransLink has not been able to significantly expand transit service since 2009, even as the regional population has increased by a quarter of a million people in the same period.

To address these challenges, in 2014 the Mayors' Council developed a 10-Year Vision that serves as a blueprint for transit and transportation investments in Metro Vancouver. This investment plan, the Phase One Plan, was developed collaboratively by the TransLink Board of Directors and the Mayors' Council and begins implementation of the 10-Year Vision.

## HIGHLIGHTS OF THE PHASE ONE PLAN

The Phase One Plan expands the transportation system to serve our rapidly growing population and increasingly urban region.

Under the Phase One Plan, TransLink will:

### *Invest to maintain and grow the transportation system*

- Increase conventional bus, HandyDART, SeaBus, SkyTrain, and West Coast Express service – the largest transit service increase since 2009.
- Upgrade transit stations and exchanges across the region.
- Expand the length of the Major Road Network for the first time since 1999.
- Provide municipalities with expanded funding for walking infrastructure, cycling infrastructure, and upgrades and seismic rehabilitation of the Major Road Network.
- Prepare for future transportation investments, such as the Millennium Line Broadway Extension, South of Fraser Rapid Transit, Pattullo Bridge Replacement, and Upgrades to Existing Rail Infrastructure.

### *Manage the system to be more efficient and customer-focused*

- Implement strategies to maintain efficiency and productivity on the transit system.
- Advance the next phase of Compass to make fare payment even easier.
- Implement priorities from the Regional Goods Movement Strategy.
- Launch an Independent Commission to guide development of mobility pricing policy.

### *Partner to make it happen*

- Collaborate with local governments to align transportation and land use.
- Innovate through new partnerships.

## FUNDING THE PHASE ONE PLAN

While TransLink's existing funding sources are sufficient for maintaining the current transportation system, new funding sources are needed to expand the transportation system.

### ***A partnership between all levels of government***

The Plan includes new senior government funding for transit and transportation improvements:

- The Government of Canada has committed \$370 million for capital expenditures in the Plan through the new Public Transit Infrastructure Fund.
- The Government of British Columbia has committed \$246 million for capital expenditures in the Plan.
- To meet the opportunity provided by new senior government funding, the Plan includes new regional funding of more than \$600 million for capital expenditures and \$800 million for operating expenditures over 10 years.

### ***A balanced approach to regional funding***

The Plan also includes tax and fare increases to deliver the necessary regional funding for transit and transportation improvements:

- Gradual annual increases to transit fares of about 5 to 10 cents on a single fare and \$1 to \$3 on a monthly pass.
- Adjusting property taxes to better reflect the impact of growth and development in the region.
- Introduction of a new region-wide development fee for transit and transportation.
- Use of TransLink's existing resources, including through the sale of surplus property.

## CONSULTATION ON THE PHASE ONE PLAN

During the public and stakeholder consultation period for the Phase One Plan, Metro Vancouver residents expressed support for the transit and transportation improvements in the Plan. Moreover, many members of the public and stakeholders requested investments and improvements beyond what is included in this Phase One Plan.

## FUTURE INVESTMENT PLANS

The Phase One Plan is an important step, but fully designing, funding, and implementing all of the transit and road improvements in the 10-Year Vision will require additional investment and planning. Making the entire 10-Year Vision a reality will require the involvement and financial support of all three levels of government. The remainder of the 10-Year Vision will be delivered through two subsequent investment plans that are anticipated to be brought forward to the TransLink Board and the Mayors' Council for approval in 2017 and 2019.

*“During the public and stakeholder consultation period for the Phase One Plan, Metro Vancouver residents expressed support for the transit and transportation improvements in the Plan.”*

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# INTRODUCTION



## Our regional context

Metro Vancouver is one of Canada’s most diverse and livable regions, with vibrant communities and a high quality of life. Over the past decade, however, as the population has grown, so have our transportation challenges, including overcrowding on our transit system and congestion on our roads.

The key regional funding sources available for TransLink to maintain and expand the transit system and Major Road Network – transit fares, property tax, and fuel sales tax – have failed to keep up with inflation and growing demand for transportation. As a result, TransLink has not been able to significantly expand transit service since 2009.

## The 10-Year Vision

To meet the challenges of growth and congestion in a way that is affordable and fair, in 2014 the Mayors’ Council on Regional Transportation (“Mayors’ Council”) developed the 10-Year Vision for Metro Vancouver Transit and Transportation (“10-Year Vision”). The 10-Year Vision draws on years of technical planning to identify the new transportation services the region will need over the coming decade. It outlines actions and policies to advance the goals identified in TransLink’s long-term Regional Transportation Strategy (RTS) and to support the goals identified in Metro Vancouver’s Regional Growth Strategy (RGS). The TransLink Board of Directors has confirmed the 10-Year Vision as the blueprint to guide the preparation of TransLink investment plans. (See the diagram on page 4 for more detail.)

## The Phase One Plan

This investment plan, the Phase One Plan (the “Plan”), begins implementation of the 10-Year Vision. The Plan includes expanded operating and capital investment to increase transit services and to improve roads, cycling, and walking infrastructure across the entire region. This is an important first step to create the transportation system our growing region will need to meet the needs of people and businesses. The Plan will be paid for by existing funding sources, new federal and provincial government contributions, and increases in local funding from our region.

The Plan proposes that collection of a new region-wide development fee begin no later than 2020. If the new region-wide development fee is not enabled and confirmed by 2018 for implementation in 2020, and to the extent this is not offset by greater than anticipated revenues from other sources, a portion of the expansion contemplated for introduction in 2019 and later would need to be deferred. This investment plan contains detailed financial schedules and forecasts for both: the scenario in which the development fee is enabled and/or other sources produce greater than expected revenues; and the scenario in which neither of these occurs.

### 2015 PLEBISCITE

In 2015, Metro Vancouver residents were asked to vote on a proposed funding mechanism to provide the region’s share of funds for the entire 10-Year Vision. In the plebiscite, the majority of residents voted against a proposal to raise the regional funds through a 0.5% increase to the provincial sales tax.

While voters rejected an increased sales tax as a funding mechanism, residents then – and now – feel strongly that improvements to transit and transportation infrastructure are desperately needed. In a poll commissioned by the Mayors’ Council in May 2016, 90% of respondents agreed that transit improvements are necessary and that a regional multi-year transportation plan should be rolled out immediately.



## How to use this document

This document is organized into the following sections:

- The **INVEST** section highlights operating and capital investments that will be made over the Plan period.
- The **MANAGE** section highlights initiatives to manage the transportation system over the Plan period.
- The **PARTNER** section highlights efforts to partner with public and private sector stakeholders to implement the Phase One Plan.
- The **OUTCOMES** section discusses the expected benefits from implementing the Phase One Plan and alignment with the Regional Transportation Strategy.
- The **FUNDING** section describes existing, modified, and new funding sources for the Phase One Plan.
- The **CONSULTATION** section summarizes the public and stakeholder consultation activities undertaken on the Phase One Plan.
- **APPENDIX A** and **APPENDIX B** contain summary schedules for the Phase One Plan.

Appendix A holds schedules that would apply in the scenario that a new region-wide development fee is enabled and confirmed by 2018 for implementation in 2020, or other funding sources generate greater than anticipated revenues; Appendix B holds schedules that would apply in the scenario that the development fee is not enabled and confirmed by 2018 for implementation in 2020 and to the extent that other funding sources do not generate greater than anticipated revenues. The schedules in Appendix A and Appendix B are numbered in the same order.

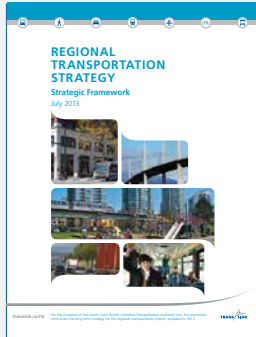
- **APPENDIX C** contains supplementary notes for the Phase One Plan.
- **APPENDIX D** contains full financial statements and financial indicators for the Phase One Plan.

## Future investment plans

The Phase One Plan is an important step to move our region, province, and country forward, but it is only the first in a series of investment plans required to design, fund, and implement the wide range of transit and road improvements in the full 10-Year Vision. (See the diagram on page 5 for more detail.) Future phases will deliver additional improvements identified in the 10-Year Vision, including the Pattullo Bridge Replacement, South of Fraser Rapid Transit (Surrey and Langley Light Rail), the Millennium Line Broadway Extension (Broadway Subway), Upgrades to Existing Rail Infrastructure, and further investment in transit, roads, cycling, and walking. At every step in the process, all three levels of government – regional, provincial, and federal – must commit their fair share of funding to make the entire 10-Year Vision a reality.

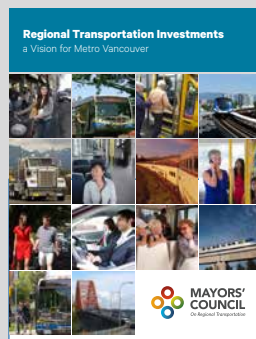


# TransLink's Planning Framework



## REGIONAL TRANSPORTATION STRATEGY (2013)

The Regional Transportation Strategy (RTS) is the 30-year long-term strategy that sets out TransLink's approach to create an integrated, regional transportation system that makes Metro Vancouver more vibrant and sustainable, that helps people and businesses prosper, and that keeps the air clean and the land and people healthy. The RTS sets performance targets for our region to reach in the next 30 years: to make half of all trips by walking, cycling, and transit; and to reduce the distance people drive by one-third. By advancing towards these targets, everyone benefits from more reliable transportation options, less time spent commuting, better access to jobs and housing, safer roads, and reduced greenhouse gas emissions.



## 10-YEAR VISION (2014)

The 10-Year Vision outlines actions and policies to advance the goals of the RTS, including new transportation services and infrastructure that the region will need over the next ten years. The 10-Year Vision was developed by the 23 members of the Mayors' Council and reflects the consensus of local governments in Metro Vancouver. The 10-Year Vision has been endorsed by the TransLink Board of Directors as the blueprint for preparing investment plans.



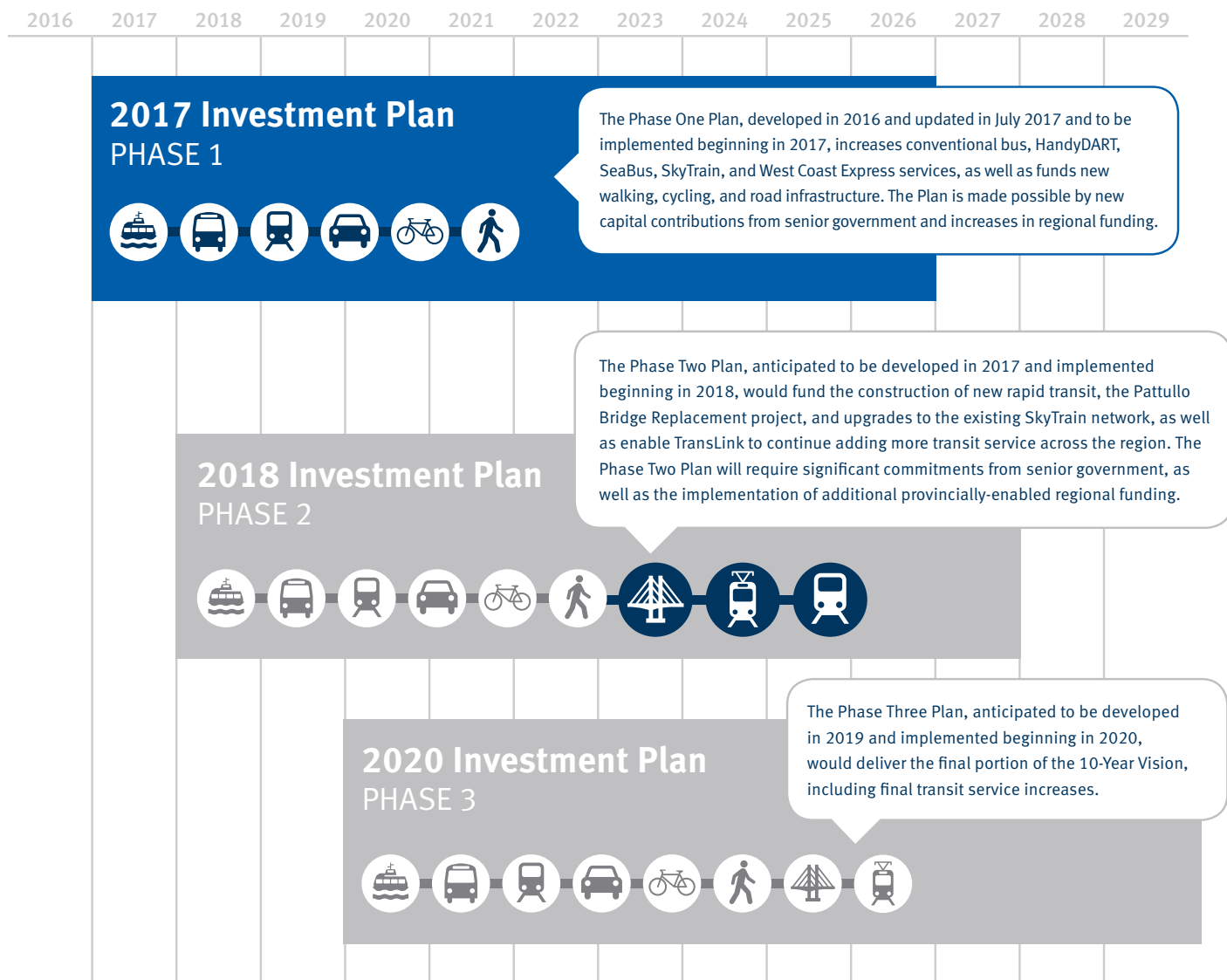
## INVESTMENT PLANS

Under the SCBCTA Act, TransLink must adopt an investment plan that identifies capital and operating expenditures over the next ten years, as well as how those expenditures will be funded from established revenue sources. Once an investment plan is approved by both the TransLink Board of Directors and the Mayors' Council, it then becomes TransLink's strategic and financial plan for the applicable years. TransLink must update its investment plan every three years or more frequently. This investment plan, the Phase One Plan, begins implementation of the 10-Year Vision.



# The Phase One Plan is the first in a series of investment plans to deliver the entire 10-Year Vision.

Fully designing, funding, and implementing the wide range of transit and road improvements in the 10-Year Vision will require a series of investment plans.



At every step in the process, all three levels of government – regional, provincial, and federal – must commit their fair share of funding to make the entire 10-Year Vision a reality.





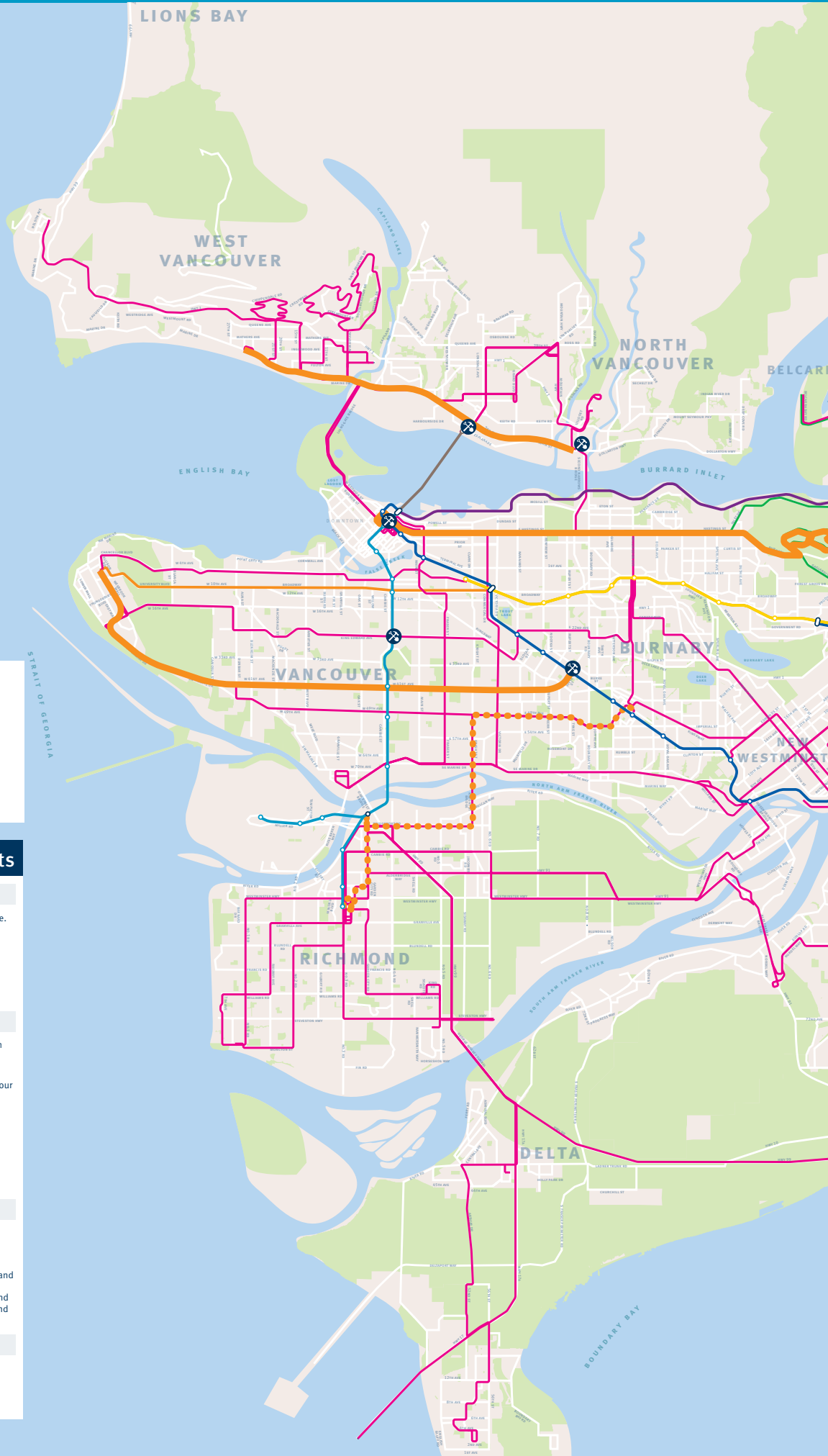


# INVEST

to Maintain & Grow the Transportation System







TransLink plans and delivers a wide range of services and programs to meet the transportation needs of people and businesses in Metro Vancouver. This includes operating and maintaining bus, SeaBus, SkyTrain, West Coast Express, and HandyDART services; operating and maintaining five of the region's bridges; and sharing responsibility for the Major Road Network and walking and cycling infrastructure with local governments.








Service design, including routing, for new transit services will be confirmed through collaboration with municipalities and project-level public consultation.

### Transit Service Improvements



#### SkyTrain

-  **Canada Line** High frequency rail service. Early morning to late evening.
-  **Expo Line**
-  **Millennium Line**
-  **Evergreen Extension**

#### Buses

-  **B-Line** Frequent bus service, with limited stops.
-  **All Bus Routes** Regular Bus Service. Service at least once an hour during the daytime (or longer), all week, all year.
-  B-Line Study
-  Evergreen Integration Improvements
-  New Bus Service Areas

#### Other Transit Services

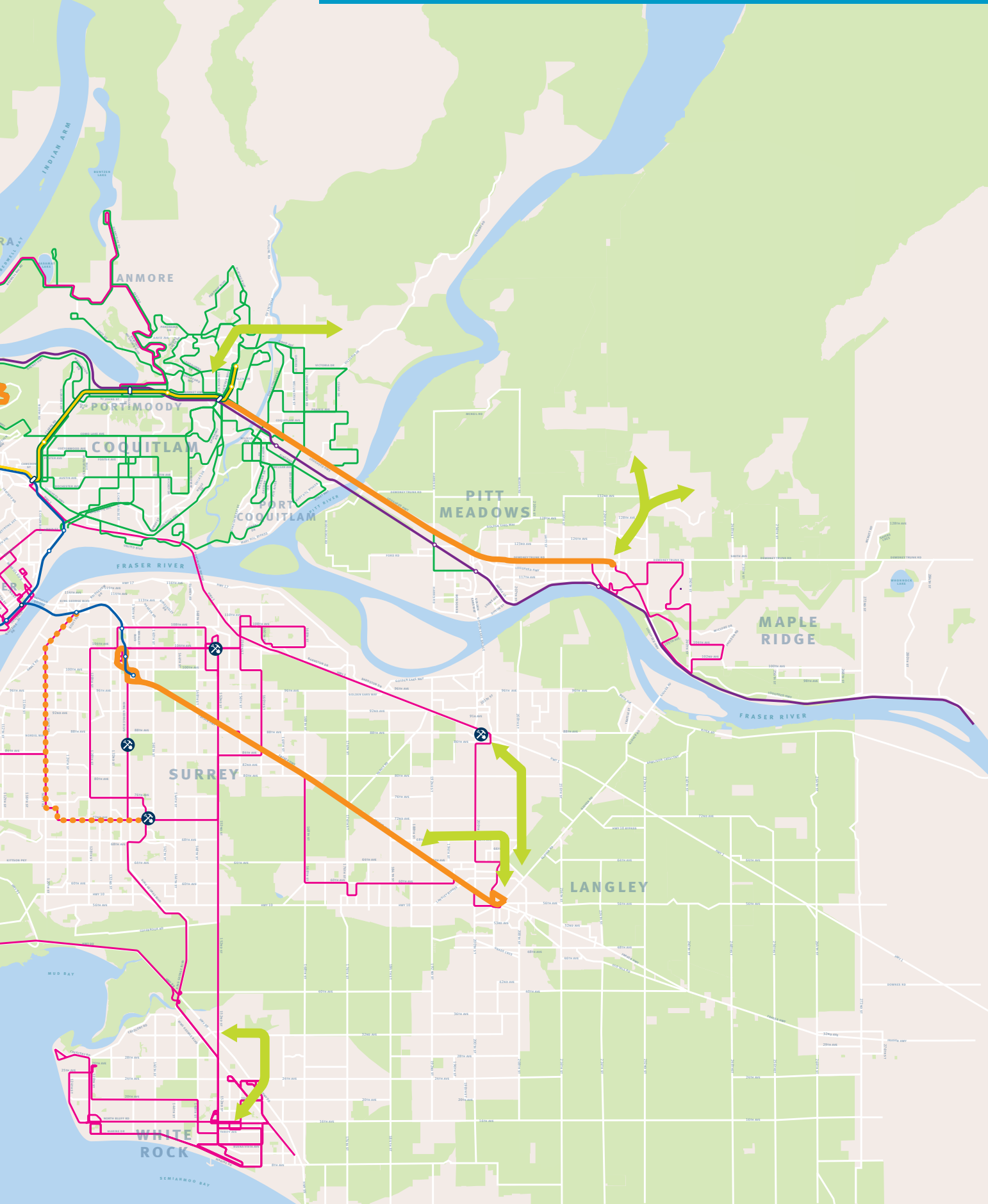
-  **SeaBus** Frequent passenger ferry service. Early morning to late evening.
-  **West Coast Express** Weekday commuter train and bus service running westbound in mornings and eastbound in afternoon and evening.

#### Infrastructure Improvements

-  Upgrades to improve customer experience and accessibility.



# Map of Phase One Plan transit improvements



## Invest in state of good repair

The Plan invests in state of good repair projects and proactive asset management to optimize lifecycle costs and ensure safe and reliable operations. Asset management will be integrated and coordinated across the enterprise.

Key actions for the Plan period include:

### ***CAPITAL-M***

- Modernize systems and processes across the enterprise through Capital Asset Prioritization Investment Tool for Advanced Lifecycle Management (CAPITAL-M) initiatives, including:
  - » Update capital planning and risk assessment policies to improve asset management processes and decision-making.
  - » Implement and integrate information technology systems, including an Enterprise Asset Management System.
  - » Develop other processes, tools, and models needed to support proactive asset management.

### ***Maintain rail systems***

- Maintain and rehabilitate rail vehicles, systems, and facilities, such as by replacing rail, upgrading guideway systems, maintaining escalators and elevators, and improving passenger address systems.
- Implement remaining recommendations from the SkyTrain Independent Review.

### ***Maintain bus and SeaBus systems***

- Maintain and rehabilitate bus and SeaBus vehicles, systems, and facilities, such as by replacing and refurbishing important components at transit operations centres, at bus loops, and on vehicles.
- Implement an update of the bus division Safety Management System.

## Invest in transit

This Plan expands transit service across Metro Vancouver according to the priorities established in the 10-Year Vision: first, to improve the quality of the existing system and services; and second, to expand the transit system. Following these principles, new transit service investments will be allocated to improve overcrowding, reliability, and overall quality of existing service, and then to expand the system to increase ridership in high demand areas and to provide new service in growing communities.

TransLink's previous strategic plan, the 2014 Base Plan, maintained approximately 6.3 million annual service hours of conventional transit operations from 2014 through 2016. This Plan will deliver 6.7 million annual service hours of conventional transit operations in 2017, increasing over time to 7.3 million annual service hours of conventional transit operations by 2026.<sup>1</sup> Compared to previously committed service levels<sup>1</sup>, this Plan includes a 10% increase in conventional bus service, a 15% increase in HandyDART service, and a 20% increase in rail service across the region over previous levels – the largest transit service expansion in the region since 2009.

Please see the following schedules in Appendix A and B for detailed transit expenditures over the Plan period: Schedule 1 for transit operating expenditures; Schedule 2 for transit service levels; Schedule 5 for transit capital expenditures; and Schedule 6 for major capital projects.



Key actions for the Plan period include:

## TRANSIT OPERATIONS

### *Bus service*

- Increase bus service on existing routes to reduce overcrowding and improve service quality in 2017 and 2018. See Schedule 4 for specific 2017-2018 improvements.
- Expand bus service coverage to 5 new areas by 2017:
  - » Burke Mountain in Coquitlam<sup>a</sup>
  - » Clayton and Morgan Creek in Surrey
  - » Silver Valley in Maple Ridge
  - » Willoughby in Langley<sup>b</sup>

Service design, including routing, will be confirmed through collaboration with municipalities and project-level public consultation.

## ACCESS TRANSIT IMPROVEMENTS

TransLink's Access Transit program improves the accessibility and experience of transit services for people with disabilities, seniors, new immigrants and young people. The program is guided by the feedback and needs of our customers. Access Transit initiatives in the Plan can be found on the following pages:

- Actions to INVEST
  - » HandyDART service – page 12
  - » Station, exchange, and bus stop upgrades – page 13
- Actions to MANAGE
  - » Fare gate accessibility – page 18
  - » Access Transit service delivery review – page 18
  - » Universally Accessible Bus Stop implementation plan – page 18

- Implement B-Line service by 2019 on:<sup>1</sup>
  - » 41st Avenue, between Joyce-Collingwood Station and UBC
  - » Fraser Highway, between Surrey Centre and Langley
  - » Hastings Street, between Downtown Vancouver and SFU Burnaby<sup>c</sup>
  - » Lougheed Highway, between Coquitlam Centre and Maple Ridge<sup>d</sup>
  - » Marine Drive, between Dundarave and Phibbs Exchange<sup>d</sup>

Service design, including routing, will be confirmed through collaboration with municipalities and project-level public consultation.

B-Lines are limited-stop bus services that run every 15 minutes or more often, throughout the day, every day of the week. To improve speed and reliability, B-Line implementation may include enhanced service features, particularly transit priority, and customer amenities. These enhancements to B-Line service are dependent on municipal collaboration with TransLink.

<sup>a</sup>New service in Burke Mountain will be introduced in December 2016 to coincide with the opening of the Evergreen Extension and the related bus integration.

<sup>b</sup>New service in Willoughby was introduced in September 2016 by rerouting Route 595 to 208th Street. This Phase One improvement of the 10-Year Vision was implemented by reallocating existing resources.

<sup>c</sup>New service on Hastings Street will be introduced in December 2016. This Phase One improvement of the 10-Year Vision will be implemented by reallocating existing resources.

<sup>d</sup>Alignments will be confirmed through a joint study with municipalities.

- Increase the number of HandyDART trips that can be provided in 2017, 2018, and 2019.<sup>1</sup>

Given the on-demand nature of custom transit, the actual number of trips deployed will depend on customer demand. Under the current delivery model, these trips would be delivered by HandyDART vehicles; taxis would be used for overflow service demand.

HandyDART is a shared ride, pre-booked, door-to-door service that uses specialized lift-equipped vehicles for registered people with temporary or permanent disabilities. HandyDART custom transit service is an important part of TransLink’s Access Transit program. (See Access Transit in the MANAGE section for more detail.)

### ***SeaBus service***

- Increase SeaBus service in 2017 to sailings every 15 minutes, throughout the day, every day of the week; increase sailings to every 10 minutes during weekday peak hours following delivery and commissioning of a new SeaBus vessel.

### ***Rail service***

- Increase SkyTrain service using the existing fleet beginning in January 2017, including:
  - » Provide peak levels of service on the Expo Line and Millennium Line for more hours of the day on weekdays. Provide additional service on the Expo Line and Millennium Line during the weekend mid-day and weekend early evening.
  - » Provide additional service on the Canada Line during high-demand times.
- Increase SkyTrain service further, including during peak periods, following delivery and commissioning of new rail cars for the Expo Line, Millennium Line, and Canada Line.<sup>1</sup>
- Increase West Coast Express capacity to serve ridership following delivery and commissioning of new rail cars. Monitor the impact of the Millennium Line Evergreen Extension on demand for West Coast Express service.

## **TRANSIT CAPITAL**

### ***Bus fleet***

- Purchase 171 new buses to expand the bus fleet, as well as purchase replacement buses needed to maintain and modernize the bus fleet.
- Purchase 23 new HandyDART vehicles to expand the custom transit fleet, as well as purchase replacement vehicles needed to maintain and modernize the custom transit fleet.

### ***SeaBus fleet***

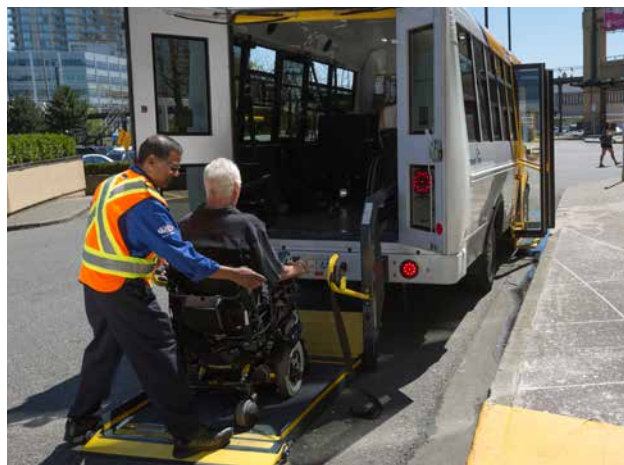
- Purchase one new SeaBus vessel.

### ***Rail fleet***

- Purchase 28 new rail cars for the Expo Line and Millennium Line and purchase 22 new rail cars for the Canada Line to expand the SkyTrain fleet, as well as purchase replacement rail cars to maintain and modernize the SkyTrain fleet.
- Purchase five new West Coast Express cars and one new locomotive to expand the West Coast Express fleet.

### ***Operations and maintenance facility upgrades***

- Upgrade bus and rail operations and maintenance sites to expand capacity and modernize facilities.



## *Station and exchange upgrades*

- Upgrade exchanges and stations, including:
  - » Lonsdale Quay Bus Exchange
  - » Phibbs Exchange
  - » Guildford Exchange
  - » Newton Exchange
  - » Burrard Station
  - » Joyce-Collingwood Station (Phase 2 Upgrades)
  - » Additional exchanges and stations, as funded by the Public Transit Infrastructure Fund. (See Schedule 12 for more details.)
- Build new bicycle parkades at exchanges and stations, including:
  - » King Edward Station
  - » Four Evergreen Extension stations
  - » Two West Coast Express stations
  - » Carvolth Exchange

## *Other transit infrastructure*

- Invest in transit priority, such as queue jumper lanes and transit signal priority, to improve the speed and reliability of bus service. Transit priority projects benefit their local area as well as the region. This Plan provides \$61 million in new regional funding for transit priority projects. Successful implementation will require municipal cost-sharing and municipal collaboration with TransLink. Detailed program parameters will be determined in consultation with municipalities.
- Install bus stops as needed for new coverage service and B-Line routes.

## **Invest in walking & cycling**

This Plan expands investment in walking and cycling. Walking and cycling are more affordable and sustainable modes of travel than motorized transportation. Compared to the cost of transit and road infrastructure, significant increases in walking and cycling can be achieved through relatively small investments.

Please see Appendix A and B for schedules including walking and cycling expenditures over the Plan period: Schedule 1 for operating expenditures; Schedule 5 for capital expenditures.

Key actions for the Plan period include:

### *Municipality-owned walking and cycling infrastructure*

- Provide \$12.5 million in new regional funding from 2017 through 2019 for pedestrian infrastructure around transit, such as new sidewalks, pedestrian crossings, and other pedestrian safety improvements, to enhance and expand pedestrian access to transit. Projects will be selected through a performance-based process and cost-shared with municipalities. Regionally significant projects will receive up to a 75% cost share from TransLink, while other approved projects will receive up to a 50% cost share.
- Provide \$29.8 million in new regional funding from 2017 through 2019 for municipal cycling infrastructure, such as new bike lanes and multi-use paths, to improve the regional cycling network and bicycle-related facilities. This new investment will be in addition to previous investment of \$1.55 million per year for municipal cycling infrastructure. Projects will be selected through a performance-based process and cost-shared with municipalities. Regionally significant projects will receive up to a 75% cost share from TransLink, while other approved projects will receive up to a 50% cost share.

### TransLink-owned walking and cycling infrastructure

- Increase investment in cycling infrastructure at TransLink-owned facilities, stations, and exchanges by \$11.5 million from 2017 through 2019. This new investment will be in addition to previous investment of \$1 million per year for cycling infrastructure at TransLink-owned facilities.

Connecting walking and cycling infrastructure to rapid transit infrastructure is especially integral to maximizing the value of those transit investments. Future investment plans will include funding for this regionally significant walking and cycling infrastructure that supports access to new rapid transit, ensuring that supportive infrastructure is in place with the start of service. (See Prepare for Future Transportation Investments in the INVEST section and Project Partnership Agreements in the PARTNER section for more detail.)

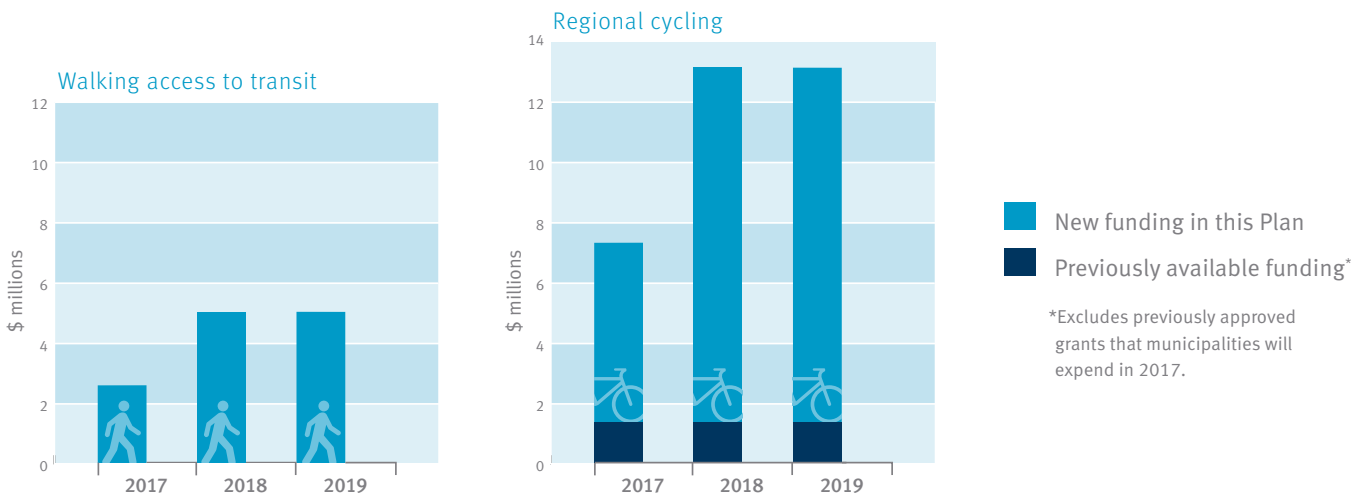
### Invest in roads & bridges

This Plan expands investment in the Major Road Network and maintains investment in keeping TransLink-owned bridges in a state of good repair.

The Major Road Network (MRN) was established in 1999 as part of TransLink’s multimodal mandate. The MRN is about 600 road-kilometres (2,300 lane-kilometres) long and consists of arterials and bridges stretching across the region that carry the majority of the region’s commuter, bus transit, and truck traffic. While most of the MRN is owned by municipalities, TransLink is responsible for establishing performance standards and providing funding to municipalities to operate, maintain, and rehabilitate the MRN.

TransLink also owns five of the region’s bridges and is responsible for maintaining and operating them.

### FUNDING TO MUNICIPALITIES



### Kilometres of MRN funded for operations, maintenance, and rehabilitation



Please see Appendix A and B for schedules including roads and bridges expenditures over the Plan period: Schedule 1 for operating expenditures; Schedule 5 for capital expenditures.

Key actions for the Plan period include:

### ***Major Road Network***

- Fund operations, maintenance, and rehabilitation (OMR) of the MRN. This includes a one-time expansion to the length of the MRN by 10%, and annual 1% increases to keep pace with network changes. Funding will be distributed to municipalities based on the number of lane-kilometres of MRN in their jurisdiction. New roads will be selected for MRN designation through a performance-based process.<sup>1</sup>
- Provide \$50 million in new regional funding from 2017 through 2019 for MRN infrastructure upgrades, such as projects that improve the safety, local and regional connectivity, and efficiency of the MRN. Projects will be selected through a performance-based process and cost-shared with municipalities at up to 50%.
- Provide \$32.5 million in new regional funding from 2017 through 2019 for rehabilitation and seismic retrofit of MRN structures, such as bridges, retaining walls, and culverts. Projects will be selected through a performance-based process.

### ***TransLink-owned bridges***

- Maintain and operate the Pattullo Bridge, Golden Ears Bridge, Knight Street Bridge, Westham Island Bridge, and Canada Line Pedestrian/Bicycle Bridge.

## **Prepare for future transportation investments**

This Plan builds on significant completed technical work that evaluated options for improving the regional transportation network, such as the UBC Rapid Transit Study; the Surrey Rapid Transit Study; several studies and evaluations of the Pattullo Bridge; and various Corridor Plans, Station and Exchange Plans, and Area Transport Plans.

The Plan will continue to advance planning and project development in preparation for delivering the full 10-Year Vision.

Key actions for the Plan period include:

### ***System planning***

- Analyze the transit network and report performance through an Annual Transit Service Performance Review.
- Continue the Regional Trip Diary and Screenline Survey series to identify regional transportation patterns and advance understanding of travel behaviour; complete other transportation research and analytics initiatives to support implementation of the 10-Year Vision.
- Implement the phased upgrade of the Regional Transportation Model.
- Complete planning and design work for B-Line services that will be implemented through the next investment plan:
  - » Between Metrotown and Richmond-Brighouse (service implementation within five years)
  - » Between Scott Road Station and Newton Exchange (service implementation within five years)
- Develop Corridor Plans, Station and Exchange Plans, and Area Plans to identify priorities for future transit, walking, and cycling investments. (See Align Transportation and Land Use in the PARTNER section for more detail.)
- Study needs and opportunities for additional park and ride facilities.
- Update TransLink's 30-year long-term strategy, the Regional Transportation Strategy.





## ***Millennium Line Broadway Extension (Broadway Subway)***

- Complete planning, design, and early works for the Millennium Line Broadway Extension to Arbutus Street in Vancouver (Broadway Subway).
- Work with partner governments to confirm funding contributions for the Millennium Line Broadway Extension.
- To ensure that the objectives of the Millennium Line Broadway Extension are met, including seamless integration with communities, collaborate with partners to confirm land use needs and walking and cycling infrastructure that would be delivered both by this project and through other supporting programs. (See Invest in Walking & Cycling in the INVEST section and Project Partnership Agreements in the PARTNER section for more detail.)

## ***South of Fraser Rapid Transit***

- Complete planning, design, and early works for South of Fraser Rapid Transit (Newton-Guildford Line along King George Boulevard and 104th Avenue; Surrey-Langley Line along Fraser Highway).
- Work with partner governments to confirm funding contributions for South of Fraser Rapid Transit.
- To ensure that the objectives of South of Fraser Rapid Transit are met, including city-building and seamless integration with communities, collaborate with partners to confirm land use needs and walking and cycling infrastructure that would be delivered both by this project and through other supporting programs. (See Invest in Walking & Cycling in the INVEST section and Project Partnership Agreements in the PARTNER section for more detail.)

## ***Upgrades to Existing Rail Infrastructure***

- Work with partner governments to confirm funding contributions for the next phase of Upgrades to Existing Rail Infrastructure (including completion of the Expo Line Upgrade Strategy).

## ***Pattullo Bridge Replacement***

- Continue project development activities to keep the Pattullo Bridge Replacement on schedule to open by January 1, 2023.

The existing Pattullo Bridge is one of the oldest bridges in the region. It was built in 1937 and originally intended to have a lifespan of 50 years. Through 2016, TransLink completed essential repairs to keep the existing Pattullo Bridge in service through 2022, while analyzing bridge replacement options and consulting with local communities.

- Work with partner governments to confirm funding contributions or other financial support for the Pattullo Bridge Replacement. The Pattullo Bridge Replacement must be in an approved investment plan by mid-2017 in order for procurement to proceed on a schedule that permits the new bridge to open by 2023.

## ***Burnaby Mountain***

- Update the 2011 assessment of a future high-capacity transit connection between SkyTrain and Burnaby Mountain campus.

## ***Future rail connection to UBC***

- Work with partners to determine how and when to complete the next phase of rapid transit to the UBC Point Grey Campus.

<sup>1</sup>If the new region-wide development fee is not enabled and confirmed by 2018 for implementation in 2020, and to the extent this is not offset by greater than anticipated revenues from other sources, a portion of the expansion contemplated for introduction in 2019 and later would need to be deferred. See Appendix B for details.





# MANAGE

the System to be More Efficient & Customer-Focused



TransLink develops and implements a wide range of policies and strategies in order to make the regional transportation network – including transit, roads, walking, and cycling infrastructure – more efficient and effective for users.

## Make travel safe and secure

TransLink ensures the safety and security of transit customers and personnel through the Transit Police force and enterprise-wide preparation for emergency situations.

Key actions for the Plan period include:

### *Transit Police*

- Implement the Transit Police Strategic Plan to protect people (transit customers and transit personnel), property, and revenue with an effective and efficient service delivery model.
- Improve community safety and complement local policing by addressing operational priorities: reducing sexual offending; reducing violence against transit staff; providing support for vulnerable people who experience crises on the transit system; and protecting transit system infrastructure.

### *Emergency planning*

- Implement a new Enterprise Emergency Response Plan to ensure that the transit system is resilient to natural disasters and other emergencies.

## Make travel easy, attractive and reliable

TransLink works to ensure that the regional transportation system is accessible, reliable, and convenient for people to use. Key actions for the Plan period include:

### *Access Transit*

- Install proximity-sensor entrances at fare gates by the end of 2017.
- Complete a review of the Access Transit service delivery model in 2017.
- Develop an implementation plan for Universally Accessible Bus Stops.

### *Transit network performance*

- Manage the transit network to maintain efficiency and productivity, including by adjusting or restructuring specific services.
- Implement best practice operating strategies to improve service reliability.
- Collaborate with municipalities and other partners to implement measures to improve bus speed and reliability.



## Compass

- Deliver the next phase of the Compass system, including:
  - » Introduce promotional and commemorative Compass Cards.
  - » Develop a bulk sales channel for Compass Cards that allows businesses and other organizations to register as account groups and sponsor the cost of transit passes for their members.
  - » Explore innovative ways to facilitate fare payment, in addition to the Compass Card.

Implementation of the Compass fare payment system was completed in 2016. By increasing the ease of fare payment for transit customers, the Compass system also increases the efficiency of transit operations, such as by speeding up boarding times on buses and decreasing the need to process cash payments.

*“TransLink works to ensure that the regional transportation system is accessible, reliable, and convenient for people to use.”*



## Customer experience

- Implement a comprehensive Customer Experience Strategy, including:
  - » Improve customer travel information and wayfinding at transit stops and stations, including Universally Accessible Bus Stop features.
  - » Improve communication and messaging around service alerts; provide more helpful messaging during service disruptions and respond faster and more consistently through an increased number of channels.
  - » Implement a consistent customer service program across the enterprise.
  - » Expand digital marketing capacity, including modernizing the website and implementing an enterprise customer relationship management (CRM) system.
  - » Expand TravelSmart to deliver travel information to more customers at schools and workplaces to encourage increased walking, cycling, and transit use.

## Goods movement

- Undertake priority actions from the Regional Goods Movement Strategy, including:
  - » Collaborate with partners to designate and manage a Regional Truck Route Network.
  - » Collaborate with partners to harmonize truck regulations and centralize truck permitting.

## Low-carbon fleet

- Develop a Low-Carbon Fleet Strategy to reduce emissions from transit vehicles across the region, including evaluation of low- and zero-emissions vehicles, such as electric buses.



## Use mobility pricing to reduce congestion and overcrowding, improve fairness, and generate revenue for new transportation investment

The 10-Year Vision includes implementing an integrated approach to pricing transit and roads in order to reduce congestion and overcrowding, improve fairness, and generate revenues for new transportation investment.

Key actions for the Plan period include:

### *Transit fare policy*

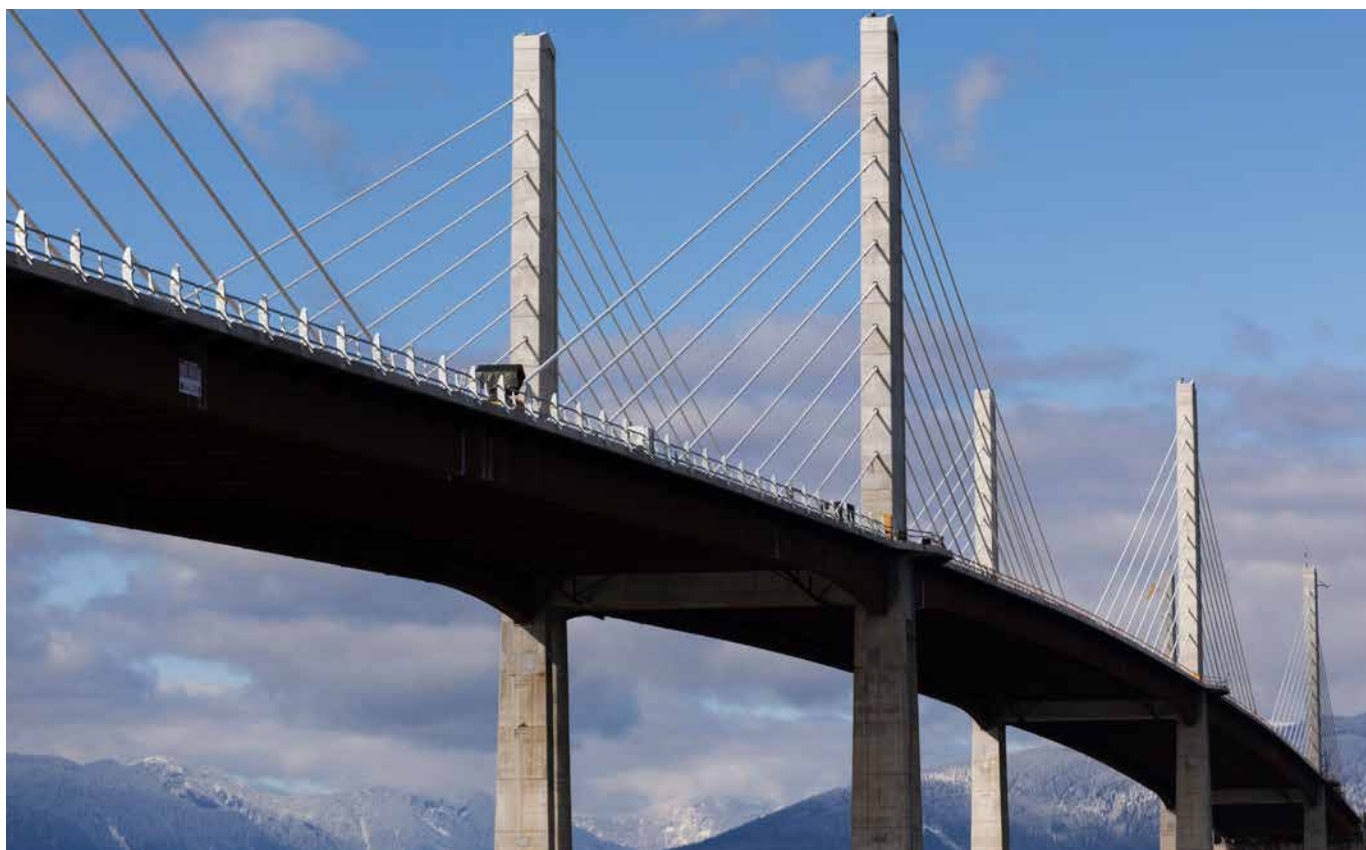
- Complete the Transit Fare Review.

### *Parking policy*

- Evaluate parking pricing and policies to increase use of Park and Ride facilities.

### *Mobility pricing policy*

- Launch a Mobility Pricing Independent Commission in 2017.
- Undertake a major field study on coordinated bridge and road tolling options that improve on the existing system of uncoordinated bridge tolls.



# PARTNER

to Make it Happen



TransLink collaborates with a broad range of partners and stakeholders in order to maximize the value and effectiveness of our transportation services and infrastructure and to achieve the best regional planning outcomes.

## Align transportation and land use

TransLink works with local governments, Metro Vancouver, senior levels of government, other key partner agencies, and developers to ensure land use and transportation plans and priorities are aligned.

Key actions for the Plan period include:

### *With partner agencies*

- Continue to develop and implement Corridor Plans, Station and Exchange Plans, and Area Plans to identify local priorities for integrating transit, walking, and cycling investments with land use.
- Continue to work with partner agencies to ensure alignment between the Frequent Transit Network (FTN) and planned land use and transportation investments. Consistent with the RTS, TransLink is committed to improving and expanding the FTN over time. (See the map on page 24 for more detail.)
- Continue to work with partner agencies to support affordable rental housing along the FTN and the Regional Affordable Housing Strategy.
- Continue to engage on partner agency plans that have implications for the regional transportation system; develop tools to support partner agencies in consulting and communicating with TransLink.
- Continue to coordinate with Metro Vancouver to support the shared goals of the RGS.

### *With real estate and commercial partners*

- Continue to develop real estate and commercial partnerships that support sustainable transportation and generate non-tax revenue, including:
  - » Facilitate and integrate development adjacent to TransLink infrastructure through the Adjacent and Integrated Development (AID) Project Consent Process.
  - » Increase retail opportunities for passenger-friendly businesses at transit stations and exchanges, including on the Millennium Line Evergreen Extension.
  - » Provide customer amenities, such as free wireless internet, on TransLink infrastructure through revenue-generating agreements with commercial entities.





## Develop Project Partnership Agreements

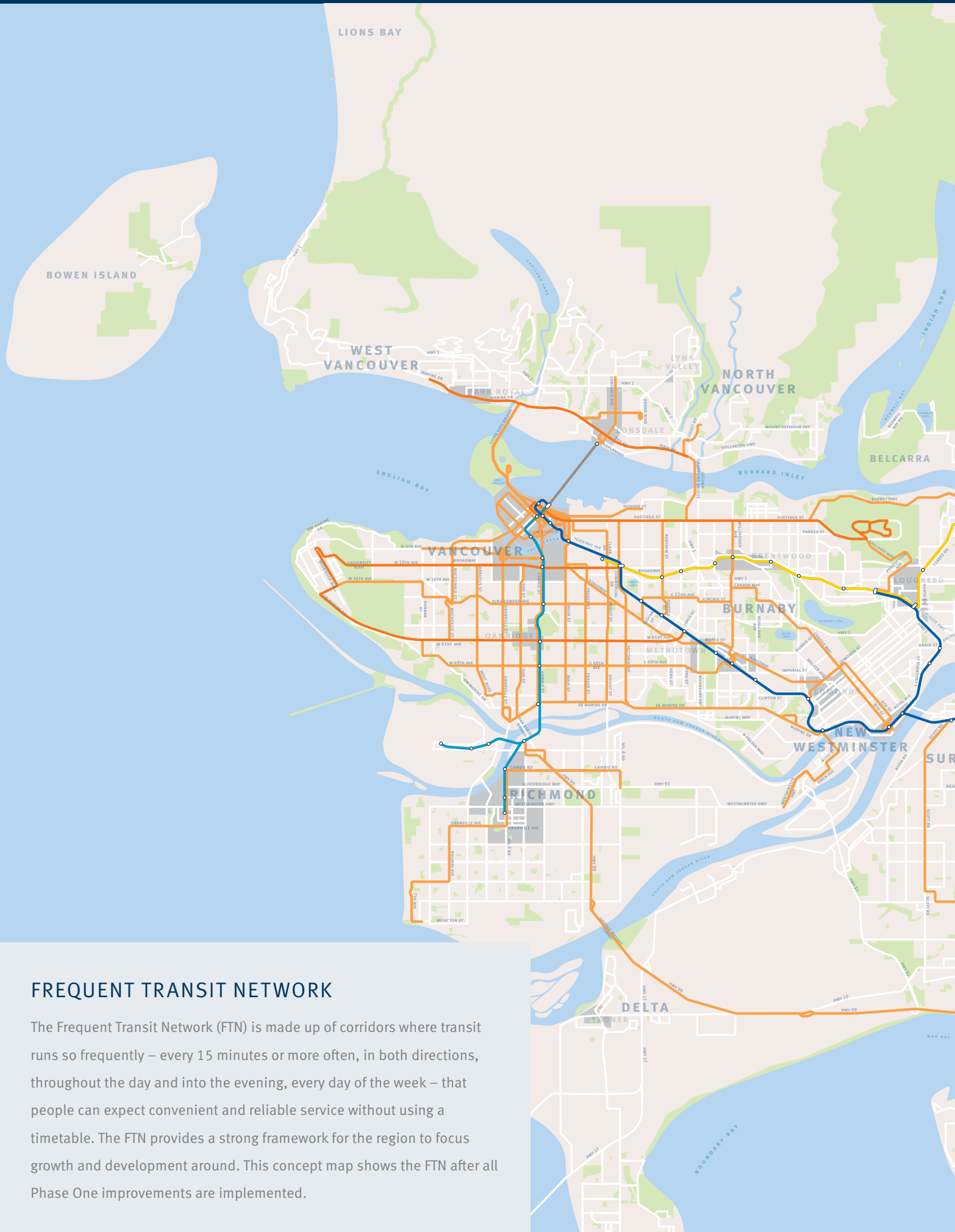
The 10-Year Vision calls for establishing Project Partnership Agreements between TransLink and local governments whenever the region is making major investment decisions that 1) involve significant cost and risk, and 2) require higher degrees of coordination and collaboration between multiple partners for success.

Key actions for the Plan period include:

### *Project Partnership Agreements*

- Collaborate on integrated land use and transportation planning for the Millennium Line Broadway Extension, South of Fraser Rapid Transit, Pattullo Bridge Replacement, and their surrounding areas. Document project design needs, infrastructure needs, and municipal integration needs, including supportive land use or transportation policies and associated funding, in Project Partnership Agreements.
- Bring forward Project Partnership Agreements to the Mayors' Council before or with funding approval for a major capital project in an investment plan.





## FREQUENT TRANSIT NETWORK

The Frequent Transit Network (FTN) is made up of corridors where transit runs so frequently – every 15 minutes or more often, in both directions, throughout the day and into the evening, every day of the week – that people can expect convenient and reliable service without using a timetable. The FTN provides a strong framework for the region to focus growth and development around. This concept map shows the FTN after all Phase One improvements are implemented.



# Legend

## Frequent Transit Network

The Frequent Transit Network (FTN) is a network of corridors that have transit service every 15 minutes or better, during at least all of the following times:

- Monday to Friday: 6:00–21:00
- Saturdays: 7:00–21:00
- Sundays and holidays: 8:00–21:00

### FTN

Stops on these streets have combined Regular Bus services at FTN levels as described above



### B-Line

Frequent bus service, with limited stops.



### Canada Line

High frequency rail service.  
Early morning to late evening.



### Expo Line

High frequency rail service.  
Early morning to late evening.



### Millennium Line

High frequency rail service.  
Early morning to late evening.



### SeaBus

Frequent passenger ferry service.  
Early morning to late evening.



General Locations of Regional City Centres and Municipal Town Centres

Service design, including routing, for new transit services will be confirmed through collaboration with municipalities and project-level public consultation.



## Innovate through new public-private sector partnerships

Advances in transportation and communications technologies are rapidly changing the way people, goods, and services move in our region. To ensure that these technologies advance our regional goals, TransLink must innovate and coordinate with both public and private sector partners.

Key actions for the Plan period include:

### *With goods movement partners*

- Establish a Greater Vancouver Urban Freight Council with public and private sector partners to:
  - » Champion priorities identified in the Regional Goods Movement Strategy.
  - » Coordinate initiatives and exchange knowledge and information on urban freight issues, including protection of rail rights-of-way and access to waterways for goods movement.



### *With new mobility partners*

- Increase connections to other transit and transportation providers at transit exchanges and Park and Ride facilities.
- Expand TransLink’s role in providing mobility options that serve the region’s diverse transportation needs, including:
  - » Undertake a vanpool pilot in 2017 to assess the potential for an integrated vanpool program that efficiently increases transportation options for people working in places that are difficult to serve by fixed-route transit.
- Collaborate with industry, academic, and local government partners to establish a social innovation lab that explores “new mobility” concepts within the delivery model of a regional transportation authority, such as:
  - » Supporting the facilitation and regulation of shared-use mobility services (bikesharing, carsharing, ridehailing, and ridesharing) that provide alternatives to private car ownership.
  - » Leveraging vehicle automation to advance regional objectives, such as reductions in driving, safety, and compact land use.
  - » Integrating incentives and payment across transportation services (“Mobility as a Service” or “MaaS” systems).



# OUTCOMES



By delivering the first phase of the 10-Year Vision, the Phase One Plan makes progress toward the goals and targets established in the Regional Transportation Strategy.

# Regional Transportation Strategy Goals

## RTS Goal 1.

Provide sustainable transportation choices

- The Plan provides more sustainable transportation choices to people and businesses in the region by increasing transit service and funding new walking and cycling infrastructure.

## RTS Goal 2.

Support a compact urban area

- The Plan invests in transportation services and infrastructure within the Urban Containment Boundary. In particular, the Plan improves transit access to urban centres designated by the Regional Growth Strategy for population and employment growth.
- The Plan also commits TransLink to continuing to work with local government partners to support alignment of land use and transportation.

## RTS Goal 3.

Foster safe, healthy and complete communities

- Walking and cycling are the healthiest forms of transportation. The Plan makes walking and cycling safer and easier by increasing funding for sidewalks, crosswalks, cycling paths, and other related infrastructure.
- The Plan also improves access to housing, jobs, goods, and services in communities across the region by increasing transit service, such as by expanding bus coverage service to areas that previously had no transit service, implementing new B-Lines, and increasing HandyDART service.
- The Plan improves safety on the MRN by investing in seismic upgrades on structures – the first regional program to invest in this type of infrastructure upgrade.



## RTS Goal 4.

### Enable a sustainable economy

- The Plan identifies actions to invest in and manage the entire transportation network to ensure efficient and reliable movement of people, goods, and services. A safe, reliable, and efficient multimodal transportation network is integral to the provincial BC Jobs Plan.
- The Plan increases funding for operations, maintenance, rehabilitation, and upgrades to the Major Road Network.

“*...improves access to housing, jobs, goods, and services in communities across the region by increasing transit service, such as by expanding bus coverage service to areas that previously had no transit service, implementing new B-Lines, and increasing HandyDART service.*”

## RTS Goal 5.

### Protect the environment

- Road-based transportation produces greenhouse gas (GHG) emissions that contribute to climate change and Criteria Air Contaminants (CAC) that may harm respiratory health. Levels of GHG and CAC emissions from a vehicle depend on distance driven (“vehicle kilometres travelled” or VKT) and vehicle technology (fuel type and efficiency, particulate filters, etc.). Emissions reductions are integral to the provincial BC Climate Leadership Plan.
- TransLink is committed to reducing GHG and CAC emissions from the transit fleet and continually seeks cost-effective, technologically viable options for low- and zero-emissions vehicles that maintain service reliability. TransLink will continue to make progress by developing a Low-Carbon Fleet Strategy and by replacing older-generation diesel buses with more efficient vehicles. TransLink will also monitor and report fleet-wide GHG and CAC emissions on an annual basis, in accordance with its Emissions Policy.
- While advances in vehicle technology will continue to contribute to emissions reductions, expanding transit use, walking, and cycling in the region are essential to a low-carbon economy. The Plan supports progress on this goal by increasing transit service across the region and funding new walking and cycling infrastructure.

## Regional Transportation Strategy Targets

### RTS Target:

Increase walking, cycling, and transit mode share to 50% by 2045

- In 1994, before TransLink was established, the regional walking, cycling, and transit mode share was 23%. By the 2011, it had increased to 27% – a greater mode shift than in any comparable urban region in Canada or the United States.
- The entire 10-Year Vision is forecast to further increase the regional walking, cycling, and transit mode share to 31% by 2030. This is equivalent to 354 million annual transit journeys in 2030. Much of this is due to the assumed implementation of mobility pricing.
- In comparison, this Plan is forecast to increase ridership from 234 million annual transit journeys in 2016 to 273 million annual transit journeys by 2026 – about 10% of the ridership increase expected from the entire 10-Year Vision.<sup>2</sup>
- By implementing the first phase of the 10-Year Vision, this Plan makes progress toward the RTS’s sustainable mode share target for 2045. Continued progress will require committing to further investment in sustainable transportation, as well as advancing demand management strategies like mobility pricing.
- TransLink will report progress toward this target through the Trip Diary series, which surveys regional travel behaviour at five-year intervals.

### RTS Target:

Reduce distances driven by 1/3 from 2011 levels

- In 2011, the average person in Metro Vancouver travelled approximately 6,400 kilometres by car (VKT) over the entire year.
- The entire 10-Year Vision is forecast to decrease annual VKT per person to 5,422 kilometres by 2030 – a 15% decrease compared to 2011.
- By delivering the first phase of walking, cycling, and transit infrastructure in the 10-Year Vision, this Plan makes it possible for more people in the region to choose alternatives to driving. Investing in walking, cycling, and transit infrastructure in tandem is particularly important, as together they help people make trips that could not have realistically been made by one mode alone.

### REPORTING ON PROGRESS

TransLink is committed to monitoring progress on implementing the Plan and advancing the goals and headline targets of the RTS. In addition to undertaking periodic studies on regional travel behaviour, such as the Trip Diary and Screenline Survey series, TransLink will provide regular reports on Plan implementation, ridership, sustainability, and financial performance metrics through an Annual Report, as well as through online dashboards.

<sup>2</sup>If the new region-wide development fee is not enabled and confirmed by 2018 for implementation in 2020, and to the extent this is not offset by greater than anticipated revenues from other sources, a portion of the expansion contemplated for introduction in 2019 and later would need to be deferred. In this scenario, anticipated ridership would be lower. See Appendix B for more details.



# FUNDING



While TransLink's existing funding sources are sufficient for maintaining the current transportation system, new funding sources are needed to expand the transportation system and serve our rapidly growing population and increasingly urban region.

## Key Milestones in Regional Transportation Funding

### 1999

TransLink is established, with expansion plans predicated on implementation of a vehicle levy, which is ultimately not implemented.

### 2006

Parking site tax enacted.

### 2007

Parking site tax repealed and replaced with an equivalent amount of property tax (“replacement tax”).

### 2010

**JANUARY:** Regional gas tax increase to 15 cents per litre takes effect.

**JULY:** Parking rights tax enacted.

### 2012

**FEBRUARY:** TransLink and Province convene Joint Technical Committee to evaluate approximately 20 potential funding sources.

**APRIL:** Regional gas tax increase to 17 cents per litre takes effect.

### 2013

**JANUARY:** Mayors’ Council identifies 5 funding sources for further consideration: vehicle levy, regional sales tax, regional carbon tax, land value capture, mobility pricing.

### 2014

**JUNE:** Mayors’ Council develops 10-Year Vision and proposes carbon tax and mobility pricing as preferred new funding sources.

**DECEMBER:** Mayors’ Council and Province agree to put forward a 0.5% increase in the provincial sales tax to a regional plebiscite vote.

### 2015

**MARCH–MAY:** 74-day plebiscite voting period.

**JULY:** Plebiscite fails to pass.

**NOVEMBER:** Mayors’ Council develops “fair-share” funding framework for cost-sharing between region, provincial and federal governments.

### 2016

**MAY:** Mayors’ Council develops updated Funding Strategy for 10-Year Vision.

**JUNE:** Federal and provincial funding commitments confirmed through the Public Transit Infrastructure Fund Phase 1 program.

**SEPTEMBER:** Mayors’ Council proposes regional funding sources for Phase One of the 10-Year Vision.





Making the entire 10-Year Vision a reality will require funding from all levels of government, as well as from those who benefit from the transportation system: transit customers, road users, and owners of residential and business properties.

Since the 2015 plebiscite, there have been positive developments related to transportation funding. The most significant of these is the new federal Public Transit Infrastructure Fund (PTIF), from which the federal government has committed substantial funding for transit capital investments in Metro Vancouver. With this federal funding, and supporting provincial commitment, the region now has the opportunity to expand the local transportation network at a lower cost to regional taxpayers.

This Plan includes increases in transit fares and property taxes, as well as other new and modified regional revenue sources, so that our region can begin making urgently needed investments in our transportation network.

## Revenue sources

Total annual revenues under this Plan are forecast in Schedule 8 and include the following revenue sources:

### *Transit revenues*

TransLink collects revenues from transit fares, as well as from other transit system-related sources, such as fare infractions, property rental, and transit advertising.

- The Plan anticipates transit revenues as indicated in Schedule 8.
- The Plan includes annual fare increases of 5 to 10 cents for single-use products, 25 cents for DayPasses, and \$1 to \$3 for monthly passes from 2017 to 2019 (increases to West Coast Express fares vary). The Plan also includes additional annual fare increases from 2020 through 2026. Fare changes are planned to take effect in July of each year in the Plan period. The Plan does not increase short-term fares above the targeted levels specified by the SCBCTA Act.<sup>a</sup> See Schedule 9 for the complete fare table.
- The fare increases described in this Plan are based on the fare structure and fare products available to customers in 2016. However, the Transit Fare Review is underway and may recommend changes to TransLink's fare structure. Should the Transit Fare Review result in changes to TransLink's fare structure or fare products, the intent is for new fare prices to generate approximately the same amount of revenue that is projected from the fare increases proposed in this Plan.

<sup>a</sup>As defined in the SCBCTA Act, the "targeted fare" for a revenue transit service is equal to the short term fare of April 1, 2008, increased by 2% per year compounded annually. Short term fares, as defined in the SCBCTA Act, include passes up to three days in duration, such as single trips and DayPasses. Prices for non-short term fares are not subject to regulation.



## Property taxes

TransLink receives a portion of property taxes collected in the region. The TransLink property tax includes the Standard Property Tax and the Replacement Tax.

The Plan anticipates \$4.4 billion in property tax revenues over 10 years, with the Standard Property Tax generating \$4.2 billion and the Replacement Tax generating \$180 million. Under the SCBCTA Act, total Standard Property Tax revenues may grow at a maximum of 3% per year, unless an additional amount is included in an approved investment plan; while Replacement Tax revenues are legislatively capped at \$18 million per year.

Under TransLink's previous strategic plan, annual revenues from the Standard Property Tax have been collected from existing owners as well as from development and construction, and increased in aggregate by 3% per year. However, because the region's property base has increased each year due to development and construction, the average annual increase to the TransLink Standard Property Tax for existing property owners has actually been less than 3% per year in past years. For example, in 2016, for existing property owners whose assessed property value did not change due to development and construction, the average increase to the TransLink Standard Property Tax was 1.14%.

<sup>a</sup>Actual annual growth of TransLink property tax depends on each property's unique circumstances. As TransLink sets one property tax rate for each property class, each property will have different annual growth in TransLink property tax depending on how its assessed value changed over the course of the year relative to other properties in the region.

<sup>b</sup>Under the Plan, Standard Property Tax rates will be set to yield a 3% annual increase in Standard Property Tax revenue collected from a portion of the current year's assessment base, with this portion calculated as the current year assessment base excluding the assessment value of the current year's ADG. The resulting rates are then applied to the current year's total assessment base including the assessment value of current-year ADG, yielding total Standard Property Tax revenue, including Additional Standard Property Tax revenue.

The Plan adjusts the Standard Property Tax to take into account development and construction in the region. Under the Plan:

- Existing property owners whose assessed property value did not change due to development and construction will experience an average annual increase of 3% in Standard Property Tax. The Plan's adjustment to the Standard Property Tax will result in an additional increase of approximately \$3 each year on an existing residential property of average assessed value.<sup>a</sup>
- The Standard Property Tax will take into account development and construction by using a metric referred to as Annual Development Growth (ADG), which quantifies the portion of the annual increase in assessed property value in the Metro Vancouver region resulting from development and construction.
  - » The annual percentage ADG in 2016 across all property classes in Metro Vancouver has been calculated as 1.86%. The Plan assumes annual percentage ADG of: 1.90% in 2017 and 2018; 1.75% in 2019; and 1.50% in 2020 through 2026.

The portion of Standard Property Tax calculated as 103% of prior year's total Standard Property Tax revenue is anticipated to be \$4.1 billion over 10 years. The balance of Standard Property Tax in the Plan (known as "Additional Standard Property Tax") is anticipated to be \$62 million over 10 years. The percentage of each year's Additional Standard Property Tax revenue relative to the prior year's total Standard Property Tax revenue is equal to the assumed annual percentage ADG in the respective year.<sup>b</sup>

The Plan's adjustment to the Standard Property Tax is anticipated to generate \$365 million in incremental regional funding over 10 years, compared to property tax revenues in the absence of this adjustment.



## ***Motor fuel sales tax***

Under the SCBCTA Act, TransLink receives a portion (17 cents per litre) of the tax assessed on clear gasoline and diesel fuel sold in Metro Vancouver.

- The Plan anticipates \$3.9 billion in revenues over 10 years from the motor fuel sales tax. Motor fuel sales are assumed to stay relatively constant.

## ***Proposed development fee***

This Plan proposes the establishment of a new region-wide development fee to fund transit and transportation investments. The development fee would take the form of a Development Cost Charge (DCC). At the rates contemplated within this Plan, the new regional development fee is not expected to significantly impact the financial performance of new development projects or to affect the pace of new urban development. The structure of the fee will also consider reducing or waiving fees for certain types of affordable housing.

- The Plan contemplates \$127 million in revenues over the Plan period from the development fee, assuming it is implemented no later than 2020. Revenues from the development fee will be applied to debt service costs for capital infrastructure.
- Additional technical analysis and consultation is required to design the structure of the new regional development fee and to set rates. Stakeholders, including local governments, industry representatives, and the Province of British Columbia, will be consulted regarding these policy choices during 2017.

- There are various options for the design of the new region-wide development fee: a low region-wide rate; a higher rate around more intensive transit investments; or a hybrid of the two. Rates must be set at levels that do not impair the viability of new development projects and that do not reduce the pace of development. Preliminary analysis shows that development in the region would be able to bear a rate in the range of \$700 to \$2,000 per new residential unit and a rate for commercial development in the order of \$0.50 per square foot.
- In order for the development fee to be implemented by 2020, the provincial government must advance enabling legislation for the regional development fee by late 2017 or early 2018. After the provincial government passes the enabling legislation, the TransLink Board must adopt a bylaw for collecting the new development fee. Depending on the terms of the enabling legislation, TransLink may also need to implement revenue collection agreements with local governments.
- If the provincial government does not pass enabling legislation for the regional development fee by 2018 and the fee cannot be implemented by 2020, and to the extent that this is not offset by greater than anticipated revenues from other sources, a portion of the expansion contemplated for introduction in 2019 and later would need to be deferred. This would be a combination of transit service and other investments. See Appendix B for details.



### ***Parking rights tax***

TransLink assesses a tax on the sale of parking rights in the region. Taxable parking includes paid parking spaces and lots. Under the SCBCTA Act, TransLink may assess 21% of the purchase price of the parking right.

- The Plan anticipates \$753 million in parking rights tax revenues over 10 years.
- The Plan maintains the parking rights tax rate at the statutory maximum of 21%.

### ***Golden Ears Bridge tolls***

TransLink collects revenue from tolls on the Golden Ears Bridge.

- The Plan anticipates \$664 million in Golden Ears Bridge toll revenues over 10 years. Toll rates on the Golden Ears Bridge will continue to be adjusted for inflation on an annual basis.
- See Schedule 10 for planned toll rates.

### ***Power levy***

TransLink collects a power levy (“Hydro levy”) on every residential dwelling unit account with the British Columbia Hydro and Power Authority in the region. Under the SCBCTA Act, TransLink may levy \$1.90 per account per month.

- The Plan anticipates \$222 million in power levy revenues over 10 years.
- The Plan maintains the power levy at the statutory maximum of \$1.90 per account per month.

### ***Interest income (unrestricted)***

TransLink earns interest on sinking funds, capital contributions, debt reserve funds, and cash balances.

Most of this interest income is restricted and cannot be used to fund operations, with the exception of interest from cash balances.

- The Plan includes \$142 million in unrestricted interest income over 10 years.

### ***Provincial contributions to operations***

TransLink receives an operating contribution from the Province of British Columbia representing deferred provincial contributions for the Canada Line.

- The Plan includes \$19 million per year in provincial contributions towards operating expenditures.





## Capital funding and senior government contributions

A number of TransLink's capital programs are a result of a successful partnership with all levels of government to deliver needed investments to the region. Partner governments contribute to TransLink's capital projects through a variety of funding programs, including the Public Transit Infrastructure Fund, Build Canada Fund, and the Greater Vancouver Regional Fund. See Schedule 11 for a table of these capital funding contributions, which include:

### *Sale of surplus property*

TransLink will generate revenues for the Plan through sale of surplus property.

- The Plan applies proceeds from the sale of surplus property directly to capital. The proceeds are assumed as \$10 million per year for the Plan period.

### *Public Transit Infrastructure Fund*

The Public Transit Infrastructure Fund (PTIF) is a federal funding program to support public transit systems, including planning of future system expansion, enhanced asset management, and system optimization and modernization.

- The Plan includes \$370 million committed by the Government of Canada from Phase 1 of the PTIF for capital projects, including: fleet expansion of SkyTrain, Canada Line, and West Coast Express; upgrades at various stations and exchanges; continued state of good repair initiatives; and design and early works for the Millennium Line Broadway Extension (Broadway Subway) and South of Fraser Rapid Transit (Surrey and Langley Light Rail) projects. See Schedule 12 for a list of projects to be funded by PTIF.



## ***Greater Vancouver Regional Fund***

The Greater Vancouver Regional Fund (GVRF, or sometimes referred to as the “Gas Tax Fund”) pools 95% of the per capita allocation of gas tax funds of the Greater Vancouver Regional District (GVRD) and its member governments to support eligible regional transportation projects delivered by TransLink. This funding is administered by Metro Vancouver and the GVRD Board must approve TransLink’s submittal of eligible projects. The GVRF currently contributes capital funding to delivering transit projects.

- The Plan includes \$977 million in GVRF contributions over 10 years to support eligible transit fleet expansion and system modernization projects:
  - » Fleet replacement, modernization, and expansion
  - » SkyTrain vehicle refurbishment
  - » Infrastructure improvements and replacements

See Schedule 13 for a list of projects to be funded by the GVRF.

## ***Build Canada Fund***

The Build Canada Fund (BCF) is a federal infrastructure funding program. TransLink has received funding from the BCF for SkyTrain station upgrades.

- The Plan continues to apply BCF contributions to projects underway. See Schedule 14 for a list of projects to be funded by the BCF.

## ***Provincial contributions***

The Province of British Columbia has committed capital funding to support the federal PTIF contribution.

- The Plan includes \$246 million in provincial contributions for capital projects funded by Phase 1 of the PTIF. See Schedule 12 for a list of projects to be funded by PTIF.
- The Plan also includes \$18 million in other provincial capital contributions.

## **Established borrowing limit**

TransLink previously had an established borrowing limit of \$3.5 billion. This Plan approved in 2016 increased the amount TransLink may borrow by \$500 million so that the revised borrowing limit becomes \$4 billion. This supports TransLink’s ability to deliver the regional share of capital expenditures in this plan. In accordance with the SCBCTA Act, the Mayors’ Council has consulted with the GVRD Board of Directors on this change to the borrowing limit. See Schedule 15 for projected annual debt levels.

The Plan update in 2017 has no impact on borrowing limit, which continues at \$4 billion.





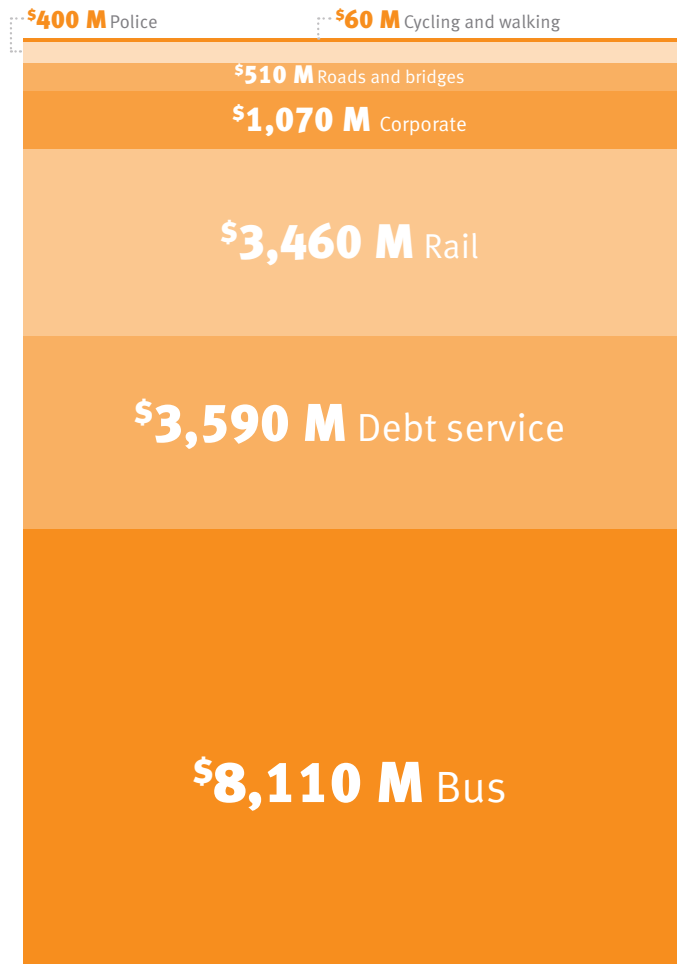
## Operating revenues and expenditures (2017 – 2026)

Phase One includes \$17.2 billion in operating revenues over 10 years.

### TOTAL OPERATING REVENUES \$17.2 BILLION



### TOTAL OPERATING EXPENDITURES \$17.2 BILLION



The figures used in these illustrations have been rounded and may not total to 100%. For detailed financial figures, please refer to the Appendices.



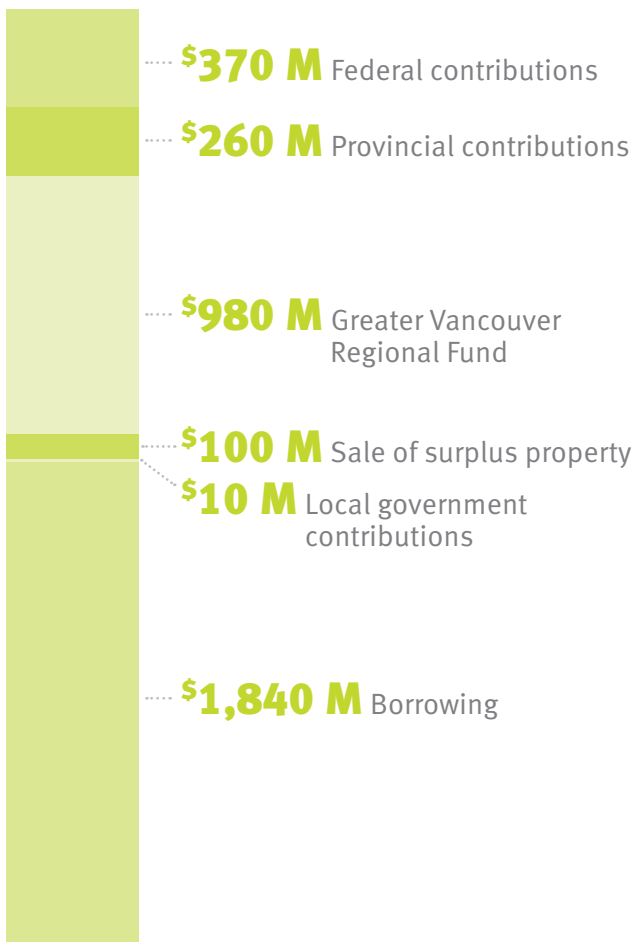


## Capital funding and expenditures (2017 – 2026)

Phase One includes \$3.6 billion in capital expenditures over 10 years.

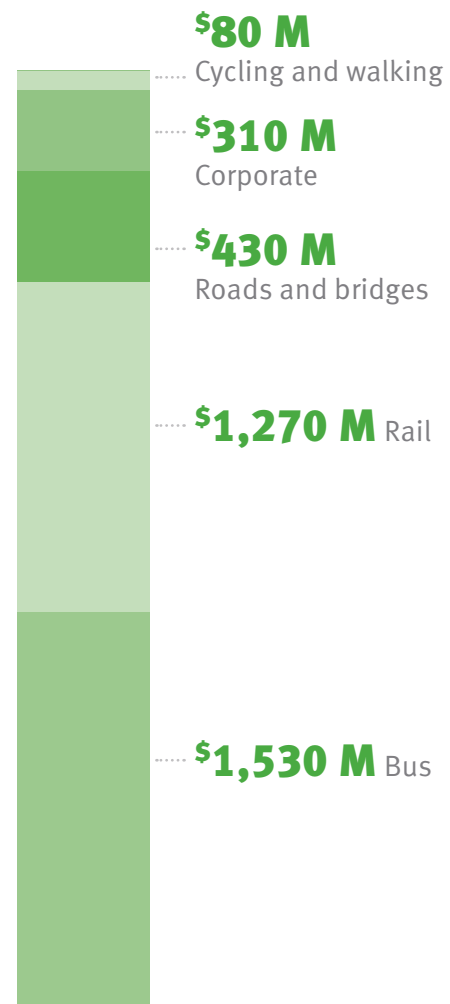
### TOTAL CAPITAL FUNDING

**\$3.6 BILLION**



### TOTAL CAPITAL EXPENDITURES

**\$3.6 BILLION**

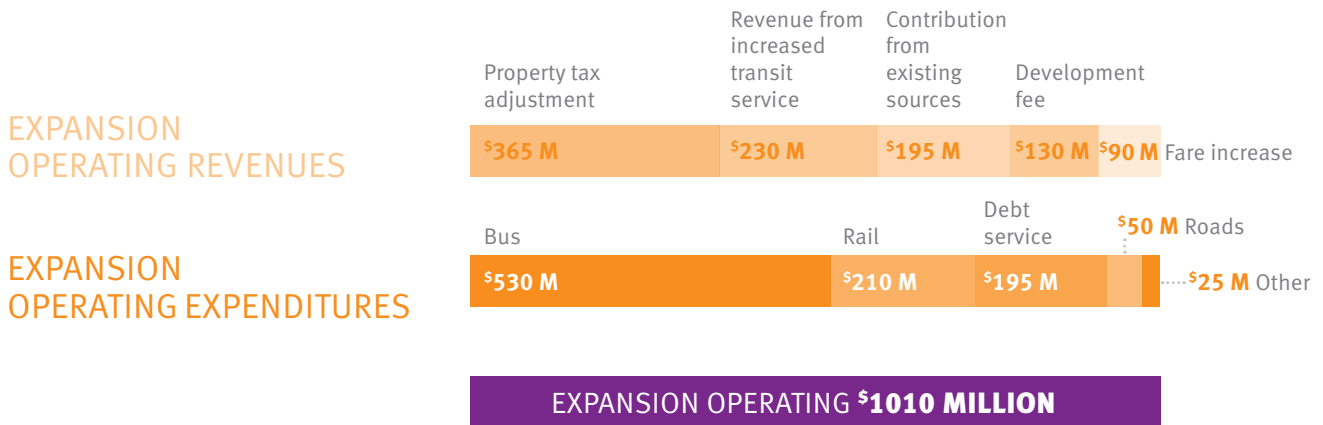


The figures used in these illustrations have been rounded and may not total to 100%. For detailed financial figures, please refer to the Appendices.

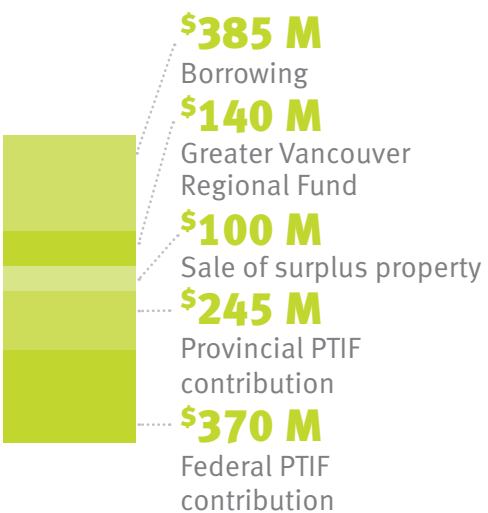


## What's new in Phase 1 (2017 – 2026)

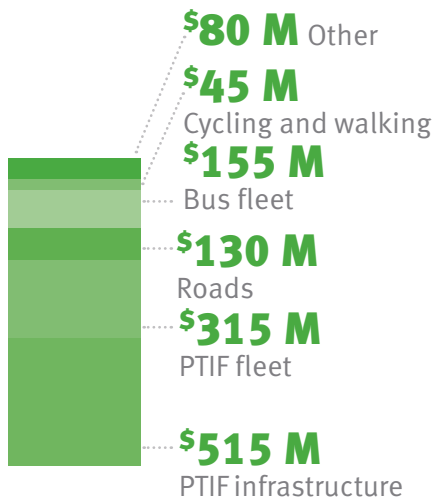
Expansion investments represent 6% of the total operating expenditures and 34% of the total capital expenditures in Phase One. This expansion is made possible by new senior government funding and regional contributions.



## EXPANSION CAPITAL FUNDING



## EXPANSION CAPITAL EXPENDITURES



## EXPANSION CAPITAL \$1.24 BILLION

The figures used in these illustrations have been rounded and may not total to 100%. For detailed financial figures, please refer to the Appendices.



## TransLink's annual operating expenditures 2016 vs. 2026

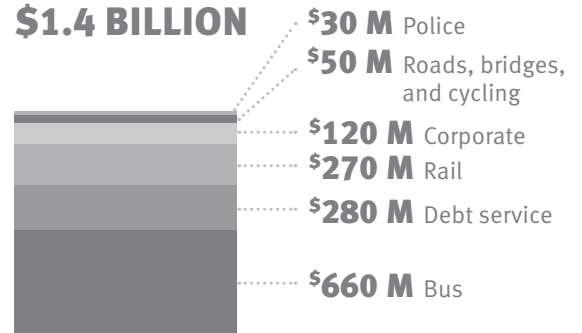
Phase One increases TransLink's annual operating expenditures, but the percentage of spending dedicated to each program will remain similar to previous years.



### 2016

#### OPERATING EXPENDITURES

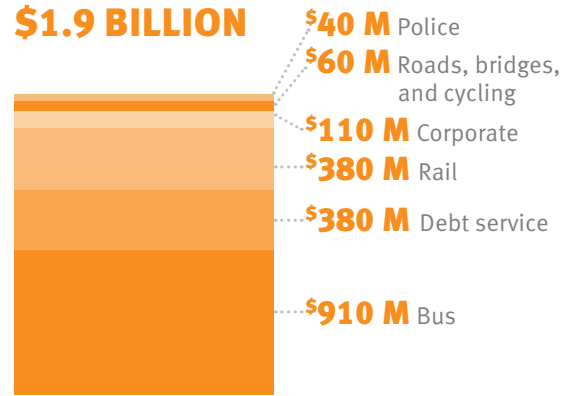
**\$1.4 BILLION**



### 2026

#### OPERATING EXPENDITURES

**\$1.9 BILLION**



The figures used in these illustrations have been rounded and may not total to 100%. For detailed financial figures, please refer to the Appendices.



# CONSULTATION

on the Phase One Plan



# Consultation on the Phase One Plan

The SCBCTA Act specifically requires that TransLink consult with the following groups on the investment plan:

- the public in the transportation service region,
- the Mayors' Council on Regional Transportation,
- the Greater Vancouver Regional District, and
- any municipality and other organization that TransLink considers will be affected.

During the development of this Plan in 2016, TransLink met these statutory requirements for consultation by:

- Holding eight open house events across the region (City of North Vancouver, Maple Ridge, Vancouver, Surrey, Richmond, White Rock, Port Moody, and New Westminster) to provide information to and collect feedback from the general public.
- Providing a public consultation website and online questionnaire.
- Convening workshops with the Mayors' Council and senior staff from local governments on proposed investments.
- Meeting with the Regional Planning Committee of Metro Vancouver (Greater Vancouver Regional District) and providing additional information via correspondence.
- Meeting with industry associations and stakeholder groups, and attending council meetings as requested by local governments.

Additionally, by practice TransLink consults with the public and stakeholders on major initiatives and uses their feedback as advice to adjust those initiatives. Thus not only was the Plan consulted on as a whole in 2016; TransLink also consulted with the public about many of the individual initiatives in the Plan in the past as part of the project development process and will continue to do so in preparation for project implementation.

TransLink received comments on the Plan through the various public and stakeholder consultation activities. Most of the comments received during the consultation period were collected through the questionnaire, which was also made available at the open houses on tablet computers as well as on paper. Additionally, a small number of organizations submitted letters to TransLink about the Plan. Over 300 people attended the open houses and more than 5,000 questionnaires were completed, resulting in about 8,300 written comments. The most frequent themes from the comments are described below.

## Transit and transportation improvements

### SUMMARY OF INPUT

Most of the comments that TransLink received about the Plan were in regards to the proposed transit and transportation improvements. Of the 8,300 written comments received, 5,000 (60%) were about the proposed improvements:

- The overall response to the improvements, especially the conventional transit and HandyDART service increases, was positive. About 1,900 written comments (23%) expressed support for the proposed improvements, while 300 written comments (4%) expressed concern or opposition. Many respondents indicated that the proposed transit service expansion would improve their commutes. TransLink received significant feedback about specific aspects of the transit service expansion, such as suggestions for routing and scheduling.



- Many stakeholders and members of the public requested more investment and expansion than was proposed in the Plan. Just under 700 written comments (8%) indicated that while the improvements in the Plan are needed, they would not meet the region’s long-term transportation needs. For instance, many respondents described the proposed 10% increase in bus service and 15% increase in HandyDART service as a “good start,” but also felt they would be insufficient to address current demand, let alone future demand as the population increases. Some respondents also expressed a desire for a more firm commitment to the Millennium Line Broadway Extension (Broadway Subway) and South of Fraser Rapid Transit (Surrey and Langley Light Rail) projects as part of the Phase One Plan.
- Feedback from specific stakeholder groups also reflected a high level of interest in the improvements in the Plan. At the open houses, through the questionnaire, at public meetings, and through formal letters, various organizations provided comments on specific elements of the Phase One Plan that were of particular interest to their members or stakeholders. Examples include: positive comments from the HandyDART Riders Alliance regarding the proposed increase in HandyDART service; comments from HUB Cycling requesting greater investment in regional cycling; and comments from UBC emphasizing the important of transit expansion to students, faculty, and employees.

## ASSESSMENT AND RESPONSE TO INPUT

The consultation indicated public support for the emphasis in the 10-Year Vision on expanding transit service broadly, particularly to address several years of minimal or no expansion. The 10-Year Vision remains a recognized and supported blueprint for expanding transportation in the region. Comments received on specific services and projects will be used to inform further detailed planning, project-level consultation, and implementation of the transit and transportation improvements in the Plan. The final Plan emphasizes that project-level consultation with the public and municipalities will be included as part of the detailed design and implementation of new transit services.

## Funding sources

### SUMMARY OF INPUT

Compared to the number of comments received about transit and transportation improvements in the Plan, TransLink received fewer comments about the proposed funding sources in the Plan. Of the 8,300 written comments received, approximately 3,000 comments (36%) concerned the proposed funding sources:

- Some respondents were cautious about increases to specific funding sources. However, many respondents also felt the proposed funding sources in the Plan were reasonable, given the revenue tools currently available to the region and the need to begin implementation of the 10-Year Vision.





- **Fare increases:** Of all the proposed funding sources, fare increases were most commented on, although the overall number of comments about them was relatively small. About 500 written comments (6%) were not supportive of fare increases. Some respondents felt that transit fares were already expensive and expressed concern about the impact of fare increases on lower-income customers. Some respondents also cautioned that fare increases could deter ridership. To the extent fares were to be increased under the Plan, respondents preferred that fare increases be kept small and distributed over multiple years.
- **Property taxes:** Comments about the property tax varied. About 300 written comments (4%) expressed concern or opposition to property tax, while 200 comments (3%) expressed support for the proposed property tax change. The supportive comments often indicated a desire to reduce fare increases by relying to a greater extent on property tax.
- **Development fee:** About 100 written comments (1%) were about the new region-wide development fee. In contrast to the comments about fare increases and property taxes, comments about the development fee were generally supportive of development activity playing a role in funding transportation investment. Stakeholders and members of the public identified various issues to be further considered through the detailed policy development and implementation process for the fee.
- **Other:** Some respondents suggested funding expansion through cost-saving measures and put forward numerous ideas to improve TransLink's efficiency. Some comments further suggested that TransLink should not increase taxes or fees until further savings have been identified to support new investments.

## ASSESSMENT AND RESPONSE TO INPUT

The Plan gradually increases fares by small annual increments to minimize negative impact on customers while also keeping TransLink's farebox recovery relatively constant (about 50% to 55% of operating costs) within the Plan period. It is anticipated that any negative impacts of a fare increase will be mitigated by the improved service quality that customers will experience starting early in 2017. TransLink also has a Transit Fare Review underway that will recommend changes to make the fare structure more fair, simple, and efficient, while yielding approximately the same amount of overall fare revenue anticipated in the Plan. The Transit Fare Review includes a separate and extensive public consultation process.

The Plan lays out the process by which the new region-wide development fee will be designed, consulted on, and implemented. This process will require action by the Provincial government and engagement with municipalities, Metro Vancouver, and stakeholders, including the development industry.

As part of the regional contribution needed to fund the Plan, TransLink will provide a contribution from its accumulated funding resources and will dedicate \$100 million from the sale of surplus property to the additional capital investment in the Plan. These measures help to keep the tax and fee increases within the Plan as low as possible while delivering expanded transit and transportation services.



## UPDATE TO THE PHASE ONE PLAN (July 2017)

The initial 2017 Investment Plan, which was approved in November 2016, includes 28 new Mark III SkyTrain cars, which will be delivered in 2018. However, with ridership growing faster than anticipated, we need even more SkyTrain cars to keep up with demand—otherwise customers will experience more pass-ups and overcrowding in peak periods.

In the initial Phase One Investment Plan, we've also allocated base capital funds to purchase 72 additional Mark III SkyTrain cars to replace some of our aging Mark I fleet from 2022 to 2024. Given the increasing demand on the system this updated 2017 Investment Plan reflects acceleration of the acquisition of 28 of these 72 vehicles, which would mean they would be delivered in 2019 and could immediately be used to increase service capacity.

This action expands the SkyTrain fleet 2-3 years earlier than initially planned, and will increase peak capacity and relieve overcrowding with existing funding sources.

The upcoming Phase Two Investment Plan will contain additional SkyTrain vehicles to support Phase Two service expansion. This will ensure the aging Mark I fleet can be retired on schedule.

## CONSULTATION ON THE PHASE ONE PLAN UPDATE

The South Coast British Columbia Transportation Authority (SCBCTA) Act specifically requires that TransLink consult with the following groups before an investment plan is provided to the mayor's council on regional transportation:

- the public in the transportation service region,
- the mayors' council on regional transportation,
- the Greater Vancouver Regional District, and
- any municipality and other organization that the authority considers will be affected.

During the development of this Plan Update in July 2017, TransLink met these requirements by:

- providing information on the webpage for the Ten Year Vision and on TransLink's main site,
- meetings with the mayors' council and senior staff from local governments,
- meeting with the Regional Planning Committee of Metro Vancouver (Greater Vancouver Regional District)
- providing information to the municipal Chief Administrative Officers

As this plan update proposed no changes to the funding sources for the initial Phase One plan, TransLink used a digital approach to inform the public of the upcoming improvements to service using existing funding sources. Feedback or questions were solicited via the [tenyearvision@translink.ca](mailto:tenyearvision@translink.ca) address.

## SUMMARY OF INPUT

TransLink received 61 unique page views and 102 unique clicks from the TransLink homepage. Feedback from the public and Metro Vancouver indicated support for relieving overcrowding, and interest in expansion to five-car trainsets.



# APPENDICES



## Appendices

The Phase One Plan not only anticipates revenues from existing and modified sources, such as fare revenues and property taxes, but it also contemplates revenues from a new source: a region-wide development fee that has not yet been implemented.

If the development fee is implemented by 2020, it would generate \$127 million in revenues over the Plan period. If the provincial government does not pass enabling legislation for the regional development fee by 2018 and the fee is not implemented by 2020, and to the extent that this is not offset by greater than anticipated revenues from other sources, then part of the expansion that has been contemplated for 2019 and later would need to be deferred.

The differences between these scenarios are highlighted in the table below.

EXPANSION IN THE PHASE ONE PLAN		
INVESTMENT CATEGORY	NEW DEVELOPMENT FEE	NO DEVELOPMENT FEE
Conventional bus service	<b>10% increase over previous service levels</b> (500,000 new annual service hours)	<b>8% increase over previous service levels</b> (400,000 new annual service hours)
HandyDART Service	<b>15% increase over previous service levels</b> (up to 170,000 new annual trips)	<b>12% increase over previous service levels</b> (up to 130,000 new annual trips)
Rail service	<b>20% increase over previous service levels</b> (300,000 new annual service hours)	<b>15% increase over previous service levels</b> (230,000 new annual service hours)
Major Road Network	Expansion of the MRN to <b>2,877 lane-km</b>	Expansion of the MRN to <b>2,657 lane-km</b>

To fulfill the requirements of the SCBCTA Act, this Plan includes schedules for both scenarios:

**Appendix A** provides summary schedules assuming a new region-wide development fee is enabled and confirmed by 2018 for implementation by 2020.

**Appendix B** provides summary schedules assuming the new region-wide development fee is not enabled and confirmed, and is not offset by greater than anticipated revenues from other sources.

**Appendix C** provides explanatory notes on forecasting tools used to develop the Plan.

**Appendix D** provides full financial statements and financial indicators for the Plan.



## Appendix A: Schedules with development fee revenues

This appendix provides summary schedules for the Phase One Plan, assuming a new region-wide development fee is enabled and confirmed by 2018 for implementation by 2020.

If the new region-wide development fee is not enabled and confirmed by 2018 for implementation in 2020, and to the extent this is not offset by greater than anticipated revenues from other sources, a portion of the expansion contemplated for introduction in 2019 and later would need to be deferred. Schedules for these circumstances – without a new development fee – can be found in Appendix B.

Please note that the Phase One Plan is for the years 2017 to 2026; 2016 figures have been provided for context only

SCHEDULE 1: OPERATING EXPENDITURES (\$ MILLIONS)												
OPERATING EXPENDITURES	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Bus Division	657	691	722	752	787	808	830	850	870	889	908	8,108
Rail Division	266	300	308	325	337	345	354	363	369	374	381	3,456
Roads, Bridges, Cycling (excluding MRN Capital Funding)	49	53	52	54	55	56	58	59	61	62	64	573
TransLink Corporate	121	120	101	99	100	104	105	106	108	112	113	1,067
Transit Police	34	37	37	38	39	40	40	41	42	43	44	402
<b>Total Operating Expenditures (Excluding Debt Service)</b>	<b>1,126</b>	<b>1,202</b>	<b>1,221</b>	<b>1,268</b>	<b>1,317</b>	<b>1,353</b>	<b>1,387</b>	<b>1,419</b>	<b>1,450</b>	<b>1,480</b>	<b>1,510</b>	<b>13,607</b>
DEBT SERVICE												
Debt Service Costs	280	292	308	331	352	367	379	389	395	388	383	3,585
<b>Total Operating Expenditures (Including Debt Service)</b>	<b>1,406</b>	<b>1,494</b>	<b>1,529</b>	<b>1,599</b>	<b>1,669</b>	<b>1,720</b>	<b>1,766</b>	<b>1,808</b>	<b>1,845</b>	<b>1,868</b>	<b>1,893</b>	<b>17,191</b>

Note: Totals may not add due to rounding.



**SCHEDULE 2: CONVENTIONAL TRANSIT SERVICE LEVELS (THOUSANDS OF SERVICE HOURS)**

	2016 Budget	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
<b>Bus</b>													
Previously committed	4,998	4,973	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	50,025
New in this Plan			132	293	384	500	500	500	500	500	500	500	4,308
<b>Total</b>	<b>4,998</b>	<b>4,973</b>	<b>5,134</b>	<b>5,295</b>	<b>5,386</b>	<b>5,502</b>	<b>5,502</b>	<b>5,502</b>	<b>5,502</b>	<b>5,502</b>	<b>5,502</b>	<b>5,502</b>	<b>54,333</b>
<b>SeaBus</b>													
Previously committed	11	11	11	11	11	11	11	11	11	11	11	11	109
New in this Plan			1	1	2	3	3	3	3	3	3	3	25
<b>Total</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>135</b>
<b>Rail</b>													
Previously committed	1,352	1,365	1,503	1,510	1,510	1,510	1,510	1,510	1,510	1,510	1,510	1,510	15,095
New in this Plan			75	111	191	251	266	280	291	295	295	295	2,348
<b>Total</b>	<b>1,352</b>	<b>1,365</b>	<b>1,577</b>	<b>1,621</b>	<b>1,701</b>	<b>1,762</b>	<b>1,776</b>	<b>1,790</b>	<b>1,801</b>	<b>1,805</b>	<b>1,805</b>	<b>1,805</b>	<b>17,443</b>
<b>Total Service Hours (Excluding HandyDart)</b>	<b>6,361</b>	<b>6,349</b>	<b>6,724</b>	<b>6,929</b>	<b>7,101</b>	<b>7,278</b>	<b>7,292</b>	<b>7,307</b>	<b>7,317</b>	<b>7,321</b>	<b>7,321</b>	<b>7,321</b>	<b>71,911</b>

Note: Totals may not add due to rounding.





**SCHEDULE 3: CUSTOM TRANSIT SERVICE LEVELS (THOUSANDS OF TRIPS)**

	2016 Budget	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
HandyDART Vehicle Trips Available													
Previously committed	1,100	1,095	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	11,000
New in this Plan			85	133	171	171	171	171	171	171	171	171	1,586
<b>Total</b>	<b>1,100</b>	<b>1,095</b>	<b>1,185</b>	<b>1,233</b>	<b>1,271</b>	<b>1,271</b>	<b>1,271</b>	<b>1,271</b>	<b>1,271</b>	<b>1,271</b>	<b>1,271</b>	<b>1,271</b>	<b>12,586</b>
Taxi-Provided HandyDART Trips Available													
Previously committed	102	132	102	102	102	102	102	102	102	102	102	102	1,020
New in this Plan	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>102</b>	<b>132</b>	<b>102</b>	<b>102</b>	<b>102</b>	<b>102</b>	<b>102</b>	<b>102</b>	<b>102</b>	<b>102</b>	<b>102</b>	<b>102</b>	<b>1,020</b>
<b>Total Custom Transit Trips Available</b>	<b>1,202</b>	<b>1,227</b>	<b>1,287</b>	<b>1,335</b>	<b>1,373</b>	<b>1,373</b>	<b>1,373</b>	<b>1,373</b>	<b>1,373</b>	<b>1,373</b>	<b>1,373</b>	<b>1,373</b>	<b>13,606</b>

Notes:

The 2016 Budget is an estimate of the number of HandyDART trips that will be provided by the end of the year. The service expansion has been planned as a 15% increase from this number.

Under the current HandyDART delivery model, any expansion hours would be delivered by HandyDART vehicles; taxis would continue to be used for overflow service demand.

The results of the Custom Transit Service Delivery Model Review currently underway could impact how HandyDART trips are delivered.

All trip numbers are estimates and may fluctuate given the on-demand nature of HandyDART service.

Totals may not add due to rounding.



## SCHEDULE 4: PLANNED 2017-2018 IMPROVEMENTS TO EXISTING BUS SERVICES

ROUTE		Increase weekday peak service	Increase weekday off-peak service	Increase weekend service	Extend span of service	Other (see notes)
25	BRENTWOOD STATION / UBC	•		•		
43	JOYCE STATION / UBC	•	•	•		
49	METROTOWN STATION / DUNBAR LOOP / UBC	•	•			
84	UBC / VCC STATION	•				
99 B-Line	COMMERCIAL-BROADWAY / UBC (B-LINE)		•			
100	22ND ST STATION / MARPOLE LOOP	•				
106	NEW WESTMINSTER STATION / METROTOWN STATION					•
123	NEW WEST STATION / BRENTWOOD STATION	•				
128	BRAID STATION / 22ND STREET STATION		•			
130	METROTOWN / HASTINGS / KOOTENAY / CAP U	•		•		
229	LYNN VALLEY / LONSDALE QUAY	•	•	•		
240	15TH STREET / VANCOUVER	•		•		
254	BRITISH PROPERTIES / PARK ROYAL / VANCOUVER			•		
255	DUNDARAVE / CAPILANO UNIVERSITY	•				
256	FOLKSTONE WAY / WHITBY ESTATE / SPURAWAY			•		
257	HORSESHOE BAY / VANCOUVER EXPRESS		•	•		
301	NEWTON EXCHANGE / BRIGHOUSE STATION	•				
319	SCOTT ROAD STATION / NEWTON EXCHANGE	•	•			
320	LANGLEY / FLEETWOOD / SURREY CTRL STATION	•				
321	WHITE ROCK / NEWTON / SURREY CTRL STATION	•				
323	NEWTON EXCH / SURREY CENTRAL STATION	•				
335	NEWTON / SURREY CENTRAL STATION	•	•	•		
337	FRASER HEIGHTS / GUILDFORD / SURREY CTR	•	•	•		
351	CRESCENT BEACH / BRIDGEPORT STATION	•				
375	WHITE ROCK / WHITE ROCK STH / GUILDFORD				•	
401	ONE ROAD / GARDEN CITY	•	•			
402	TWO ROAD / BRIGHOUSE STATION	•				
403	BRIDGEPORT STATION / THREE ROAD	•		•		
410	22ND ST STATION / QUEENSBOROUGH / RAILWAY	•	•	•		
430	METROTOWN / BRIGHOUSE STATION	•	•			
501	LANGLEY CENTRE / SURREY CENTRAL STATION		•			
502	LANGLEY CENTRE / SURREY CENTRAL STATION	•		•	•	
555	CARVOLTH EXCH / LOUGHEED STATION	•				
601	SOUTH DELTA / BRIDGEPORT STATION			•		
620	TSAWWASSEN FERRY / BRIDGEPORT STATION	•		•		
250A	DUNDARAVE / VANCOUVER			•		
C3	QUAYSIDE / VICTORIA HILL				•	
C4	UPTOWN / NEW WESTMINSTER STATION				•	
C10	BLUEWATER / SNUG COVE				•	
C26	BELCARRA / PORT MOODY STATION		•			
C45	COTTONWOOD / HANEY PLACE	•	•		•	
C46	ALBION / HANEY PLACE	•	•		•	
C50	OCEAN PARK / PEACE ARCH HOSPITAL	•	•			
C51	OCEAN PARK / WHITE ROCK CENTRE	•	•			
C52	SEASIDE / WHITE ROCK CENTRE	•	•			
C53	CRANLEY DRIVE / WHITE ROCK CENTRE	•	•			
N8	DOWNTOWN / FRASER NIGHTBUS				•	
N20	DOWNTOWN / VICTORIA NIGHTBUS				•	
N35	DOWNTOWN / SFU NIGHTBUS			•	•	
Various	EVERGREEN EXTENSION BUS INTEGRATION					•

Route 106 – Restructure into two routes: 1) Metrotown to Edmonds Station, and 2) Edmonds to New Westminister Station.

Evergreen Extension Bus Integration – Increase service to respond to customer demand for bus service to and from the Evergreen Extension of the Millennium Line.



**SCHEDULE 5: CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS (\$ MILLIONS)**

CAPITAL EXPENDITURES	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017- 2026
<b>Bus</b>												
Equipment	2	5	35	15	-	-	-	-	-	-	-	55
Facilities	52	9	15	3	1	4	3	3	2	3	2	45
Infrastructure	9	69	74	38	29	16	20	13	13	14	18	305
Technology	1	2	4	4	-	-	-	-	-	-	-	10
Vehicles	80	81	309	99	35	21	21	95	142	76	233	1,113
<b>Bus Total</b>	<b>144</b>	<b>166</b>	<b>437</b>	<b>158</b>	<b>66</b>	<b>41</b>	<b>44</b>	<b>112</b>	<b>158</b>	<b>94</b>	<b>253</b>	<b>1,528</b>
<b>Rail</b>												
Equipment	4	28	56	15	22	16	7	-	-	-	-	143
Facilities	1	5	25	2	1	2	3	3	-	-	-	41
Infrastructure	11	168	129	90	50	32	18	17	16	28	16	565
Technology	1	3	14	1	1	1	0.1	1	0.1	1	0.1	21
Vehicles	45	99	132	74	16	21	32	110	17	-	0.2	501
<b>Rail Total</b>	<b>61</b>	<b>303</b>	<b>356</b>	<b>182</b>	<b>91</b>	<b>71</b>	<b>59</b>	<b>130</b>	<b>34</b>	<b>29</b>	<b>17</b>	<b>1,271</b>
<b>Corporate</b>												
Equipment	0	1	4	-	-	-	-	-	-	-	-	5
Facilities	1	0.0	0.2	-	-	-	-	-	-	-	-	0.2
Infrastructure	238	76	16	-	5	5	5	5	-	-	-	112
Technology	6	26	20	21	20	20	16	16	17	17	17	189
Non-Revenue Vehicles	0	1.2	0.3	0.1	0.1	-	-	0.3	0.4	0.3	-	3
<b>Corporate Total</b>	<b>246</b>	<b>104</b>	<b>40</b>	<b>21</b>	<b>25</b>	<b>25</b>	<b>21</b>	<b>21</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>309</b>
<b>TransLink-Owned Roads and Bridges</b>												
TransLink-Owned Cycling	-	5	5	6	1	1	1	1	1	1	1	23
TransLink-Owned Roads and Bridges	-	10	14	26	5	-	-	-	-	-	-	55
<b>TransLink-Owned Roads and Bridges Total</b>	<b>-</b>	<b>15</b>	<b>19</b>	<b>32</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>78</b>

Note: Totals may not add due to rounding.



**SCHEDULE 5 (CONT'D): CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS (\$ MILLIONS)**

<b>CAPITAL INFRASTRUCTURE CONTRIBUTIONS</b>	<b>2016 Actual</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>TOTAL 2017-2026</b>
<b>Municipality-Owned Walking and Cycling</b>												
Walking												
Previously committed	-	-	-	-	-	-	-	-	-	-	-	-
New in this Plan	-	2.5	5.0	5.0	-	-	-	-	-	-	-	12.5
<b>Total</b>	-	2.5	5.0	5.0	-	-	-	-	-	-	-	12.5
Regional Cycling												
Previously committed (allocated to a specific project)	-	0.2	-	-	-	-	-	-	-	-	-	0.2
Previously committed (available to new projects)	0.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	15.5
New in this Plan	-	5.9	12.8	11.9	-	-	-	-	-	-	-	30.6
<b>Total</b>	0.6	7.6	14.3	13.5	1.6	1.6	1.6	1.6	1.6	1.6	1.6	46.3
<b>Municipality-Owned Walking and Cycling Total</b>	<b>1</b>	<b>10</b>	<b>19</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>59</b>
<b>Municipality-Owned Roads</b>												
MRN Pavement Rehab												
Previously committed	14	17	26	24	22	22	22	22	23	24	24	226
New in this Plan	-	0	4	3	3	4	4	4	5	5	5	36
<b>Total</b>	14	17	30	27	25	26	26	26	28	29	29	262
MRN Upgrades												
Previously committed (allocated to a specific project)	15	9	5	14	-	-	-	-	-	-	-	28
New in this Plan	-	22	21	8	-	-	-	-	-	-	-	52
<b>Total</b>	15	31	26	22	-	-	-	-	-	-	-	80
MRN Seismic												
Previously committed	-	-	-	-	-	-	-	-	-	-	-	-
New in this Plan	-	6.5	13.0	13.0	-	-	-	-	-	-	-	32.5
<b>Total</b>	-	6.5	13.0	13.0	-	-	-	-	-	-	-	32.5
<b>Municipality-Owned Roads Total</b>	<b>28</b>	<b>54</b>	<b>69</b>	<b>62</b>	<b>25</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>28</b>	<b>29</b>	<b>29</b>	<b>374</b>
<b>Total Capital Expenditures and Infrastructure Contributions</b>	<b>479</b>	<b>652</b>	<b>941</b>	<b>474</b>	<b>214</b>	<b>166</b>	<b>152</b>	<b>292</b>	<b>239</b>	<b>170</b>	<b>319</b>	<b>3,619</b>

Notes: Totals may not add due to rounding.

Figures are inclusive of projects approved or underway.



## SCHEDULE 6: MAJOR CAPITAL PROJECTS OVER \$50 MILLION

PROJECT	PROJECT START YEAR	GROSS COST (\$ MILLIONS)	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
<b>Fleet Replacement</b>												
2018 Conventional Bus Replacements	2017	65	-	62	3	-	-	-	-	-	-	-
2023 Conventional Bus Replacements	2022	86	-	-	-	-	-	-	82	4	-	-
2024 Conventional Bus Replacements	2023	122	-	-	-	-	-	-	-	116	6	-
2025 Conventional Bus Replacements	2024	65	-	-	-	-	-	-	-	-	62	3
2026 Conventional Bus Replacements	2025	206	-	-	-	-	-	-	-	-	-	206
Replacement of SkyTrain MKI Vehicles	2021	141	-	-	-	-	10	22	100	9	-	-
<b>Fleet Expansion</b>												
Expansion of 40-ft Conventional Bus Fleet	2018	73	-	68	5	-	-	-	-	-	-	-
Expansion of 60-ft Conventional Bus Fleet	2018	66	-	12	54	-	-	-	-	-	-	-
Canada Line Fleet Expansion	2017	88	44	44	-	-	-	-	-	-	-	-
Expo/Millennium Line Fleet Expansion	2017	214	91	60	59	4	-	-	-	-	-	-
<b>Upgrades to Existing Rail Infrastructure</b>												
Expo Line Burrard Station Upgrade	2017	61	1	9	20	20	10	-	-	-	-	-
SkyTrain OMC Upgrades	2017	50	1	14	15	15	5	-	-	-	-	-
Expo Line Guideway Seismic Upgrade	2020	53	-	-	-	3	10	10	10	10	10	-
<b>Total Major Capital Project Gross Costs</b>		<b>1,290</b>	<b>138</b>	<b>269</b>	<b>156</b>	<b>42</b>	<b>35</b>	<b>32</b>	<b>192</b>	<b>139</b>	<b>78</b>	<b>209</b>

Notes: Totals may not add due to rounding.

## SCHEDULE 7: MAJOR ROAD NETWORK EXPANSION

MAJOR ROAD NETWORK EXPANSION (lane-kilometres)	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Length of the Major Road Network	2,370	2,394	2,657	2,684	2,710	2,738	2,765	2,793	2,820	2,849	2,877
Annual Increase (Over Previous Year)	0.4%	1%	11%	1%	1%	1%	1%	1%	1%	1%	1%



**SCHEDULE 8: REVENUE SOURCES (\$ MILLIONS)**

OPERATING REVENUES	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
<b>Transit Revenues</b>												
Fares	522	546	574	603	631	653	678	701	724	745	766	6,620
Other Transit Revenues	20	20	21	21	22	22	22	23	23	24	24	222
<b>Property Tax</b>												
Standard Property Tax: Previous Year + 3%	324	333	350	367	384	401	419	438	457	477	498	4,123
Standard Property Tax: Additional	-	6	6	6	5	6	6	6	6	7	7	62
Replacement Tax	18	18	18	18	18	18	18	18	18	18	18	180
<b>Motor Fuel Tax</b>	396	388	388	389	390	390	391	391	392	393	393	3,905
<b>Parking Rights Tax</b>	67	70	71	73	74	75	76	77	78	79	80	753
<b>Golden Ears Bridge Toll Revenues</b>	52	56	58	60	62	65	67	70	72	75	78	664
<b>Other</b>												
Hydro Levy	20	21	21	21	22	22	22	23	23	23	24	222
Interest Income (Unrestricted)	5	6	6	7	9	13	15	19	21	22	24	142
Provincial Operating Contribution	20	19	19	19	19	19	19	19	19	19	19	192
Miscellaneous Revenue (non-tax revenues)	6	5	5	5	5	5	6	6	6	6	6	56
<b>REVENUES APPLIED TO DEBT SERVICE COSTS</b>												
Development Fee	-	-	-	-	10	15	20	20	20	21	21	127
<b>Total Revenues</b>	<b>1,451</b>	<b>1,489</b>	<b>1,538</b>	<b>1,590</b>	<b>1,651</b>	<b>1,705</b>	<b>1,759</b>	<b>1,810</b>	<b>1,860</b>	<b>1,908</b>	<b>1,959</b>	<b>17,268</b>

Note: Totals may not add due to rounding.





**SCHEDULE 9A: TRANSIT FARE RATES**

Annual fare increases for 2017 through 2026 are assumed effective July 1

REGULAR, SHORT TERM FARES				2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Conventional Transit	Cash/Compass Ticket	Adult	1-Zone	\$2.75	\$2.85	\$2.95	\$3.00	\$3.10	\$3.20	\$3.30	\$3.35	\$3.40	\$3.50	\$3.55
			2-Zone	\$4.00	\$4.10	\$4.20	\$4.25	\$4.40	\$4.50	\$4.65	\$4.80	\$4.95	\$5.05	\$5.25
			3-Zone	\$5.50	\$5.60	\$5.70	\$5.75	\$5.90	\$6.10	\$6.30	\$6.45	\$6.65	\$6.85	\$7.05
	Concession	1-Zone	\$1.75	\$1.80	\$1.90	\$2.00	\$2.05	\$2.10	\$2.20	\$2.20	\$2.25	\$2.30	\$2.40	\$2.45
		2-Zone	\$2.75	\$2.80	\$2.90	\$3.00	\$3.10	\$3.20	\$3.30	\$3.30	\$3.35	\$3.40	\$3.50	\$3.55
		3-Zone	\$3.75	\$3.80	\$3.90	\$4.00	\$4.10	\$4.25	\$4.35	\$4.50	\$4.65	\$4.80	\$4.90	
	DayPass	Adult	All Zones	\$9.75	\$10.00	\$10.25	\$10.50	\$10.75	\$11.25	\$11.50	\$11.75	\$12.25	\$12.50	\$12.75
Concession		All Zones	\$7.50	\$7.75	\$8.00	\$8.25	\$8.50	\$8.75	\$9.00	\$9.25	\$9.50	\$9.75	\$10.00	
	Canada Line YVR AddFare		\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
Custom Transit	Cash		All Zones	\$2.75	\$2.85	\$2.95	\$3.00	\$3.10	\$3.20	\$3.30	\$3.35	\$3.40	\$3.50	\$3.55
<b>DISCOUNTED, SHORT TERM FARES</b>														
Conventional Transit	Compass Card Single Trip (Stored Value)	Adult	1-Zone	\$2.10	\$2.20	\$2.30	\$2.40	\$2.45	\$2.55	\$2.60	\$2.70	\$2.80	\$2.85	\$2.95
			2-Zone	\$3.15	\$3.25	\$3.35	\$3.45	\$3.55	\$3.65	\$3.75	\$3.90	\$4.00	\$4.10	\$4.25
			3-Zone	\$4.20	\$4.30	\$4.40	\$4.50	\$4.65	\$4.75	\$4.90	\$5.05	\$5.20	\$5.35	\$5.55
	Concession	1-Zone	\$1.75	\$1.80	\$1.85	\$1.95	\$2.00	\$2.05	\$2.15	\$2.15	\$2.20	\$2.25	\$2.30	
		2-Zone	\$2.75	\$2.80	\$2.85	\$2.95	\$3.00	\$3.10	\$3.15	\$3.20	\$3.25	\$3.35	\$3.40	
		3-Zone	\$3.75	\$3.80	\$3.85	\$3.95	\$4.05	\$4.20	\$4.30	\$4.45	\$4.60	\$4.65	\$4.75	
Custom Transit	FareSaver/Compass Card Single Trip		All Zones	\$2.10	\$2.20	\$2.30	\$2.40	\$2.45	\$2.55	\$2.60	\$2.70	\$2.80	\$2.85	\$2.95
<b>NON-SHORT TERM FARES</b>														
Conventional Transit	Monthly Pass	Adult	1-Zone	\$91.00	\$93.00	\$95.00	\$98.00	\$101.00	\$104.00	\$107.00	\$110.00	\$113.00	\$115.00	\$118.00
			2-Zone	\$124.00	\$126.00	\$128.00	\$131.00	\$135.00	\$139.00	\$143.00	\$147.00	\$152.00	\$156.00	\$160.00
			3-Zone	\$170.00	\$172.00	\$174.00	\$177.00	\$182.00	\$188.00	\$193.00	\$199.00	\$205.00	\$211.00	\$218.00
	Concession	All Zones	\$52.00	\$53.00	\$54.00	\$56.00	\$58.00	\$59.00	\$61.00	\$63.00	\$65.00	\$66.00	\$67.00	
Custom Transit	Monthly Pass		All Zones	\$91.00	\$93.00	\$95.00	\$98.00	\$101.00	\$104.00	\$107.00	\$110.00	\$113.00	\$115.00	\$118.00



**SCHEDULE 9B: TRANSIT FARE RATES – WEST COAST EXPRESS**

Annual fare increases for 2017 through 2026 are assumed effective July 1

REGULAR, SHORT TERM FARES			2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
One-Way Compass Ticket (Cash)	Adult	1- or 2-Zone	\$5.50	\$5.60	\$5.70	\$5.75	\$5.90	\$6.10	\$6.30	\$6.45	\$6.65	\$6.85	\$7.05
		3-Zone	\$7.25	\$7.35	\$7.45	\$7.50	\$7.70	\$7.95	\$8.20	\$8.45	\$8.70	\$8.95	\$9.20
		4-Zone	\$9.00	\$9.10	\$9.20	\$9.25	\$9.55	\$9.80	\$10.10	\$10.40	\$10.70	\$11.05	\$11.40
		5-Zone	\$12.25	\$12.35	\$12.45	\$12.50	\$12.90	\$13.25	\$13.65	\$14.05	\$14.50	\$14.95	\$15.35
	Concession	1- or 2-Zone	\$3.25	\$3.30	\$3.40	\$3.50	\$3.60	\$3.70	\$3.80	\$3.95	\$4.05	\$4.20	\$4.25
		3-Zone	\$4.25	\$4.30	\$4.40	\$4.50	\$4.65	\$4.75	\$4.90	\$5.05	\$5.20	\$5.35	\$5.55
		4-Zone	\$5.50	\$5.55	\$5.65	\$5.75	\$5.90	\$6.10	\$6.30	\$6.45	\$6.65	\$6.85	\$7.05
		5-Zone	\$7.50	\$7.55	\$7.65	\$7.75	\$8.00	\$8.20	\$8.45	\$8.70	\$9.00	\$9.25	\$9.55
Return Compass Ticket (Cash)	Adult	1- or 2-Zone	\$10.25	\$10.50	\$10.75	\$11.00	\$11.35	\$11.65	\$12.00	\$12.40	\$12.75	\$13.15	\$13.55
		3-Zone	\$13.75	\$14.00	\$14.25	\$14.50	\$14.95	\$15.40	\$15.85	\$16.30	\$16.80	\$17.30	\$17.85
		4-Zone	\$17.00	\$17.25	\$17.50	\$17.75	\$18.30	\$18.85	\$19.40	\$20.00	\$20.60	\$21.20	\$21.85
		5-Zone	\$23.00	\$23.25	\$23.50	\$23.75	\$24.45	\$25.20	\$25.95	\$26.75	\$27.55	\$28.35	\$29.20
	Concession	1- or 2-Zone	\$6.25	\$6.50	\$6.75	\$7.00	\$7.20	\$7.40	\$7.55	\$7.70	\$7.85	\$8.05	\$8.20
		3-Zone	\$8.25	\$8.50	\$8.75	\$9.00	\$9.25	\$9.55	\$9.85	\$10.05	\$10.30	\$10.50	\$10.70
		4-Zone	\$10.50	\$10.75	\$11.00	\$11.25	\$11.60	\$11.95	\$12.30	\$12.65	\$13.05	\$13.40	\$13.70
		5-Zone	\$14.50	\$14.75	\$15.00	\$15.25	\$15.70	\$16.20	\$16.65	\$17.15	\$17.70	\$18.20	\$18.75
<b>DISCOUNTED, SHORT TERM FARES</b>													
One-Way Compass Card (Stored Value)	Adult	1- or 2-Zone	\$4.60	\$4.70	\$4.80	\$4.90	\$5.05	\$5.20	\$5.35	\$5.50	\$5.70	\$5.85	\$6.05
		3-Zone	\$6.05	\$6.15	\$6.25	\$6.35	\$6.55	\$6.75	\$6.95	\$7.15	\$7.35	\$7.60	\$7.80
		4-Zone	\$7.45	\$7.55	\$7.65	\$7.75	\$8.00	\$8.20	\$8.45	\$8.70	\$9.00	\$9.25	\$9.55
		5-Zone	\$10.20	\$10.30	\$10.40	\$10.50	\$10.80	\$11.15	\$11.45	\$11.80	\$12.15	\$12.55	\$12.90
	Concession	1- or 2-Zone	\$2.70	\$2.75	\$2.80	\$2.90	\$3.00	\$3.10	\$3.15	\$3.25	\$3.35	\$3.45	\$3.55
		3-Zone	\$3.50	\$3.55	\$3.60	\$3.70	\$3.80	\$3.95	\$4.05	\$4.15	\$4.30	\$4.40	\$4.55
		4-Zone	\$4.60	\$4.65	\$4.70	\$4.80	\$4.95	\$5.10	\$5.25	\$5.40	\$5.55	\$5.75	\$5.90
		5-Zone	\$6.25	\$6.30	\$6.35	\$6.45	\$6.65	\$6.85	\$7.05	\$7.25	\$7.50	\$7.70	\$7.95
Return Compass Pass (Stored Value)	Adult	1- or 2-Zone	\$10.00	\$10.25	\$10.50	\$10.75	\$11.05	\$11.40	\$11.75	\$12.10	\$12.35	\$12.60	\$12.85
		3-Zone	\$13.00	\$13.25	\$13.50	\$13.75	\$14.15	\$14.60	\$15.00	\$15.50	\$15.95	\$16.40	\$16.90
		4-Zone	\$16.25	\$16.50	\$16.75	\$17.00	\$17.50	\$18.05	\$18.60	\$19.15	\$19.70	\$20.30	\$20.90
		5-Zone	\$22.00	\$22.25	\$22.50	\$22.75	\$23.45	\$24.15	\$24.85	\$25.60	\$26.35	\$27.15	\$28.00
	Concession	1- or 2-Zone	\$6.00	\$6.25	\$6.50	\$6.75	\$6.90	\$7.05	\$7.20	\$7.35	\$7.50	\$7.65	\$7.80
		3-Zone	\$7.75	\$8.00	\$8.25	\$8.50	\$8.75	\$9.00	\$9.30	\$9.55	\$9.75	\$9.95	\$10.15
		4-Zone	\$10.00	\$10.25	\$10.50	\$10.75	\$11.05	\$11.40	\$11.75	\$12.10	\$12.45	\$12.75	\$13.00
		5-Zone	\$13.75	\$14.00	\$14.25	\$14.50	\$14.95	\$15.40	\$15.85	\$16.30	\$16.80	\$17.30	\$17.85
<b>NON-SHORT TERM FARES</b>													
Monthly Pass	Adult	1- or 2-Zone	\$151.75	\$153.75	\$155.75	\$158.75	\$164.00	\$168.00	\$173.00	\$179.00	\$184.00	\$190.00	\$195.00
		3-Zone	\$201.00	\$203.00	\$205.00	\$208.00	\$214.00	\$221.00	\$227.00	\$234.00	\$241.00	\$248.00	\$256.00
		4-Zone	\$244.00	\$246.00	\$248.00	\$251.00	\$259.00	\$266.00	\$274.00	\$283.00	\$291.00	\$300.00	\$309.00
		5-Zone	\$335.75	\$337.75	\$339.75	\$342.75	\$353.00	\$364.00	\$375.00	\$386.00	\$397.00	\$409.00	\$422.00
	Concession	1- or 2-Zone	\$93.00	\$94.00	\$95.00	\$97.00	\$100.00	\$103.00	\$106.00	\$109.00	\$112.00	\$116.00	\$119.00
		3-Zone	\$124.50	\$125.50	\$126.50	\$128.50	\$132.00	\$136.00	\$140.00	\$145.00	\$149.00	\$153.00	\$158.00
		4-Zone	\$154.25	\$155.25	\$156.25	\$158.25	\$163.00	\$168.00	\$173.00	\$178.00	\$183.00	\$189.00	\$195.00
		5-Zone	\$217.25	\$218.25	\$219.25	\$221.25	\$228.00	\$235.00	\$242.00	\$249.00	\$256.00	\$264.00	\$272.00



**SCHEDULE 9C: PROJECTED FARE REVENUES BY FARE TYPE (\$ MILLIONS)**

	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Regular, Short Term Fares	\$96	\$94	\$98	\$101	\$104	\$106	\$108	\$109	\$109	\$110	\$111	\$1,049
Discounted, Short Term Fares	\$139	\$157	\$170	\$182	\$193	\$203	\$212	\$222	\$232	\$241	\$251	\$2,063
Non-Short Term Fares	\$178	\$187	\$196	\$206	\$216	\$224	\$233	\$241	\$249	\$257	\$264	\$2,274
<b>Total</b>	<b>\$414</b>	<b>\$438</b>	<b>\$463</b>	<b>\$489</b>	<b>\$513</b>	<b>\$533</b>	<b>\$553</b>	<b>\$572</b>	<b>\$591</b>	<b>\$608</b>	<b>\$626</b>	<b>\$5,386</b>
Short Term Fares as a Percentage of Total	57%	57%	58%	58%	58%	58%	58%	58%	58%	58%	58%	58%
Program Revenues	\$109	\$107	\$110	\$114	\$118	\$121	\$125	\$129	\$133	\$136	\$140	\$1,233
<b>Total Fare Revenues</b>	<b>\$522</b>	<b>\$546</b>	<b>\$574</b>	<b>\$603</b>	<b>\$631</b>	<b>\$653</b>	<b>\$678</b>	<b>\$701</b>	<b>\$724</b>	<b>\$745</b>	<b>\$766</b>	<b>\$6,620</b>

Notes:

Short term fares, as defined in the SCBCTA Act, include passes up to three days in duration, such as single trips and DayPasses. The “targeted fare” for a revenue transit service is equal to the short term fare of April 1, 2008, increased by 2 per cent per year compounded annually. This Plan does not propose any fares in excess of targeted fares. Prices for non-short term fares are not subject to regulation.

The Canada Line YVR AddFare is applicable only to outbound travel beyond Sea Island on Canada Line on applicable fare products purchased on Sea Island. The YVR AddFare rate may be reviewed periodically for potential adjustments in connection with contractual and funding obligations.

Fare products or fare structure may change as a result of the Transit Fare Review; in which case fare rates will be adjusted to generate approximately the same amount of revenue as projected from this fare table.



## SCHEDULE 10: GOLDEN EARS BRIDGE TOLL RATES

GOLDEN EARS BRIDGE TOLL RATES BY VEHICLE CLASS	July 2016	July 2017	July 2018	July 2019	July 2020	July 2021	July 2022	July 2023	July 2024	July 2025	July 2026
<b>Car</b>											
Transponder registered	\$3.15	\$3.20	\$3.25	\$3.30	\$3.35	\$3.40	\$3.45	\$3.50	\$3.55	\$3.60	\$3.65
Video registered	\$3.70	\$3.75	\$3.85	\$3.95	\$4.05	\$4.15	\$4.25	\$4.35	\$4.45	\$4.55	\$4.65
Unregistered	\$4.40	\$4.50	\$4.60	\$4.70	\$4.80	\$4.90	\$5.00	\$5.10	\$5.20	\$5.30	\$5.40
<b>Small Truck</b>											
Transponder registered	\$6.25	\$6.40	\$6.55	\$6.70	\$6.85	\$7.00	\$7.15	\$7.30	\$7.45	\$7.60	\$7.75
Video registered	\$6.85	\$7.00	\$7.15	\$7.30	\$7.45	\$7.60	\$7.75	\$7.90	\$8.05	\$8.20	\$8.35
Unregistered	\$7.45	\$7.60	\$7.75	\$7.90	\$8.05	\$8.20	\$8.35	\$8.50	\$8.65	\$8.80	\$9.00
<b>Large Truck</b>											
Transponder registered	\$9.30	\$9.50	\$9.70	\$9.90	\$10.10	\$10.30	\$10.50	\$10.70	\$10.90	\$11.10	\$11.30
Video registered	\$9.95	\$10.15	\$10.35	\$10.55	\$10.75	\$10.95	\$11.15	\$11.35	\$11.60	\$11.85	\$12.10
Unregistered	\$10.55	\$10.75	\$10.95	\$11.15	\$11.35	\$11.60	\$11.85	\$12.10	\$12.35	\$12.60	\$12.85
<b>Motorcycle</b>											
Transponder registered	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Video registered	\$1.50	\$1.55	\$1.60	\$1.65	\$1.70	\$1.75	\$1.80	\$1.85	\$1.90	\$1.95	\$2.00
Unregistered	\$2.90	\$2.95	\$3.00	\$3.05	\$3.10	\$3.15	\$3.20	\$3.25	\$3.30	\$3.35	\$3.40

## SCHEDULE 11: CAPITAL FUNDING CONTRIBUTIONS (\$ MILLIONS)

CAPITAL FUNDING CONTRIBUTIONS (\$ MILLIONS)	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
<b>Federal</b>												
Build Canada	9	9	-	-	-	-	-	-	-	-	-	9
Federal Public Transit Infrastructure Fund (PTIF)	-	146	190	32	2	-0	-	-	-	-	-	370
<b>Provincial</b>												
Provincial Contribution to PTIF Projects	-	97	127	21	1	-	-	-	-	-	-	246
Provincial Contribution (Excluding PTIF)	23	18	-	-	-	-	-	-	-	-	-	18
<b>Regional</b>												
Greater Vancouver Regional Fund (GVRF)	133	62	267	103	40	26	26	87	119	59	188	977
Regional Proceeds From Sale of Assets	-	10	10	10	10	10	10	10	10	10	10	100
<b>Other</b>	1	1	1	1	1	1	1	1	1	1	1	7
<b>Total Capital Funding Contributions</b>	167	343	594	167	54	37	36	97	130	70	198	1,727

Notes: Totals may not add due to rounding.

Restricted transfers from senior governments are deferred, and recognized as revenue as the related stipulations in the funding agreement are met. A significant portion of funds received from the federal government programs requires TransLink to acquire specific transit assets with the funds, maintain the assets over a set holding period, and repay funds if the associated assets are sold before the end of the holding period. The revenue from senior government contributions is recognized over the holding period of the asset rather than upon receiving the funds.



## SCHEDULE 12: PROJECTS FUNDED BY THE PUBLIC TRANSIT INFRASTRUCTURE FUND (PTIF)

PTIF PROJECT NUMBER	PROJECT	DETAILS
MV-001	South of Fraser Rapid Transit Planning and Design	Procurement readiness
MV-002	South of Fraser Rapid Transit Early Works - new bus exchanges, roadway and utility works	Upgrades to Guildford Exchange and Newton Exchange; roadway and utility works
MV-003	Millennium Line Extension (Broadway) Planning and Design	Procurement readiness
MV-004	Millennium Line Extension (Broadway) Early Works	Improvements to the existing SkyTrain maintenance/operations facilities
MV-005 MV-006	Rapid Transit Fleet Expansion – Expo and Millennium Lines	Procure 56 new SkyTrain cars
MV-007	Rapid Transit Fleet Expansion – Canada Line	Procure 22 new Canada Line cars
MV-008	Rapid Transit Fleet Expansion – West Coast Express	Procure 5 new West Coast Express cars and 1 new locomotive
MV-009	Rapid Transit Fleet Expansion – SeaBus	Procure 1 new SeaBus
MV-010	Rapid Transit Stations	Upgrade Expo/Millennium and Canada Line stations, including Burrard Station and Joyce-Collingwood Station (Phase 2)
MV-011	Bus Facilities and Exchanges	Improvements to transit exchanges, including Phibbs Exchange, Lonsdale Quay Bus Exchange, and Metrotown Bus Loop
MV-012	Multimodal Station Amenities	Construction of 8 bike parkades at Carvolth Exchange and Canada Line, Millennium Line Evergreen Extension, and West Coast Express stations
MV-013	Transit System Rehabilitation and Maintenance	Rehabilitation components across the SkyTrain network
MV-014	Bus Loop Rehabilitation	Rehabilitation improvements at various bus facility locations
MV-015	Information Technology	Upgrade of asset management software and IT infrastructure across the region



## SCHEDULE 13: PROJECTS FUNDED BY THE GREATER VANCOUVER REGIONAL FUND

CATEGORY	PROJECT
<b>Bus Infrastructure</b>	Metrotown Group Rectifier Replacement
<b>Bus fleet</b>	2015 Conventional replacement buses
	2016 Conventional replacement buses
	2017 Conventional replacement buses
	2018 Conventional replacement buses
	2019 Conventional replacement buses
	2020 Conventional replacement buses
	2023 Conventional replacement buses
	2024 Conventional replacement buses
	2025 Conventional replacement buses
	2026 Conventional replacement buses
	2015 Community Shuttle replacement vehicles
	2016 Community Shuttle replacement vehicles
	2017 Community Shuttle replacement vehicles
	2018 Community Shuttle replacement vehicles
	2019 Community Shuttle replacement vehicles
	2021 Community Shuttle replacement vehicles
	2022 Community Shuttle replacement vehicles
	2023 Community Shuttle replacement vehicles
	2024 Community Shuttle replacement vehicles
	2026 Community Shuttle replacement vehicles
	2017 HandyDART replacement vehicles
	2018 HandyDART replacement vehicles
	2019 HandyDART replacement vehicles
	2020 HandyDART replacement vehicles
	2021 HandyDART replacement vehicles
	2022 HandyDART replacement vehicles
	2023 HandyDART replacement vehicles
	2024 HandyDART replacement vehicles
	2025 HandyDART replacement vehicles
	2026 HandyDART replacement vehicles
	Conventional bus fleet expansion
	Community Shuttle fleet expansion
	HandyDART fleet expansion
	Equipment for deferred retirement program
<b>Rail</b>	Automatic Train Control equipment replacement
	SkyTrain MKI refurbishment
	West Coast Express locomotive mid-life overhaul
	SkyTrain MKII mid-life overhaul



## SCHEDULE 14: PROJECTS FUNDED BY THE BUILD CANADA FUND

CATEGORY	PROJECT
Station Upgrades	Joyce-Collingwood Station Upgrade (Phase 1)
	Metrotown Station Upgrade
	Surrey Central Station Upgrade

## SCHEDULE 15: BORROWING (\$ MILLIONS)

BORROWING	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Borrowing Limit	3,500	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000
Gross Direct Debt (Ending Balance)	3,040	3,214	3,363	3,582	3,662	3,688	3,690	3,854	3,872	3,817	3,636

## SCHEDULE 16: RIDERSHIP FORECASTS

	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Ridership (millions of transit journeys)	234	242	249	256	261	263	266	268	270	271	273	2,617
Annual Increase (over previous year)		3.1%	3.0%	2.7%	2.0%	1.0%	1.0%	0.8%	0.6%	0.6%	0.6%	

Note: Ridership forecasts in this table are based on delivery of total conventional transit service hours as indicated in Schedule 2 of Appendix A and HandyDART custom transit service as indicated in Schedule 3 of Appendix A.





## Appendix B: Schedules without development fee revenues

This appendix provides summary schedules for the Phase One Plan, in the scenario that a new region-wide development fee is not enabled and confirmed by 2018 for implementation by 2020 and is not offset by greater than anticipated revenues from other sources. In these circumstances, a portion of the expansion contemplated for introduction in 2019 and later would be deferred. The deferred expansion would include a combination of transit service and other investments.

Please note that the Phase One Plan is for the years 2017 to 2026; 2016 figures have been provided for context only.

SCHEDULE 1: OPERATING EXPENDITURES (\$ MILLIONS)												
OPERATING EXPENDITURES	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Bus Division	657	691	722	747	775	796	817	837	857	876	894	8,011
Rail Division	266	300	308	324	335	343	350	357	362	367	375	3,422
Roads, Bridges, Cycling (excluding MRN Capital Funding)	49	53	52	53	54	55	56	57	58	60	61	560
TransLink Corporate	121	120	101	99	97	101	102	103	105	110	111	1,052
Transit Police	34	37	37	38	39	40	40	41	42	43	44	402
<b>Total Operating Expenditures (Excluding Debt Service)</b>	<b>1,126</b>	<b>1,202</b>	<b>1,221</b>	<b>1,262</b>	<b>1,300</b>	<b>1,335</b>	<b>1,366</b>	<b>1,396</b>	<b>1,425</b>	<b>1,455</b>	<b>1,484</b>	<b>13,446</b>
DEBT SERVICE												
Debt Service Costs	280	292	308	331	352	367	379	389	395	387	382	3,582
<b>Total Operating Expenditures (Including Debt Service)</b>	<b>1,406</b>	<b>1,494</b>	<b>1,529</b>	<b>1,593</b>	<b>1,652</b>	<b>1,702</b>	<b>1,745</b>	<b>1,785</b>	<b>1,820</b>	<b>1,842</b>	<b>1,866</b>	<b>17,029</b>

Note: Totals may not add due to rounding.



**SCHEDULE 2: CONVENTIONAL TRANSIT SERVICE LEVELS (THOUSANDS OF SERVICE HOURS)**

	2016 Budget	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
<b>Bus</b>													
Previously committed	4,998	4,973	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	50,025
New in this Plan			132	293	343	396	396	396	396	396	396	396	3,546
<b>Total</b>	<b>4,998</b>	<b>4,973</b>	<b>5,134</b>	<b>5,295</b>	<b>5,346</b>	<b>5,399</b>	<b>5,399</b>	<b>5,399</b>	<b>5,399</b>	<b>5,399</b>	<b>5,399</b>	<b>5,399</b>	<b>53,572</b>
<b>SeaBus</b>													
Previously committed	11	11	11	11	11	11	11	11	11	11	11	11	109
New in this Plan			1	1	2	3	3	3	3	3	3	3	25
<b>Total</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>135</b>
<b>Rail</b>													
Previously committed	1,352	1,365	1,503	1,510	1,510	1,510	1,510	1,510	1,510	1,510	1,510	1,510	15,095
New in this Plan			74	111	172	213	227	234	234	234	234	234	1,967
<b>Total</b>	<b>1,352</b>	<b>1,365</b>	<b>1,577</b>	<b>1,621</b>	<b>1,682</b>	<b>1,723</b>	<b>1,737</b>	<b>1,744</b>	<b>1,744</b>	<b>1,744</b>	<b>1,744</b>	<b>1,744</b>	<b>17,061</b>
<b>Total Service Hours (Excluding HandyDart)</b>	<b>6,361</b>	<b>6,349</b>	<b>6,724</b>	<b>6,929</b>	<b>7,041</b>	<b>7,136</b>	<b>7,150</b>	<b>7,158</b>	<b>7,158</b>	<b>7,158</b>	<b>7,158</b>	<b>7,158</b>	<b>70,768</b>

Note: Totals may not add due to rounding.



**SCHEDULE 3: CUSTOM TRANSIT SERVICE LEVELS (THOUSANDS OF TRIPS)**

	2016 Budget	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
<b>HandyDART Vehicle Trips Available</b>													
Previously committed	1,100	1,095	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	11,000
New in this Plan			85	133	133	133	133	133	133	133	133	133	1,282
<b>Total</b>	<b>1,100</b>	<b>1,095</b>	<b>1,185</b>	<b>1,233</b>	<b>1,233</b>	<b>1,233</b>	<b>1,233</b>	<b>1,233</b>	<b>1,233</b>	<b>1,233</b>	<b>1,233</b>	<b>1,233</b>	<b>12,282</b>
<b>Taxi-Provided HandyDART Trips Available</b>													
Previously committed	102	132	102	102	102	102	102	102	102	102	102	102	1,020
New in this Plan	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>102</b>	<b>132</b>	<b>102</b>	<b>102</b>	<b>102</b>	<b>102</b>	<b>102</b>	<b>102</b>	<b>102</b>	<b>102</b>	<b>102</b>	<b>102</b>	<b>1,020</b>
<b>Total Custom Transit Trips Available</b>	<b>1,202</b>	<b>1,227</b>	<b>1,287</b>	<b>1,335</b>	<b>1,335</b>	<b>1,335</b>	<b>1,335</b>	<b>1,335</b>	<b>1,335</b>	<b>1,335</b>	<b>1,335</b>	<b>1,335</b>	<b>13,302</b>

Notes:

The 2016 Budget is an estimate of the number of HandyDART trips that will be provided by the end of the year. The service expansion has been planned as an increase from this number.

Under the current HandyDART delivery model, any expansion hours would be delivered by HandyDART vehicles; taxis would continue to be used for overflow service demand.

The results of the Custom Transit Service Delivery Model Review currently underway could impact how HandyDART trips are delivered.

All trip numbers are estimates and may fluctuate given the on-demand nature of HandyDART service.

Totals may not add due to rounding.



## SCHEDULE 4: PLANNED 2017-2018 IMPROVEMENTS TO EXISTING BUS SERVICES

ROUTE		Increase weekday peak service	Increase weekday off-peak service	Increase weekend service	Extend span of service	Other (see notes)
25	BRENTWOOD STATION / UBC	•		•		
43	JOYCE STATION / UBC	•	•	•		
49	METROTOWN STATION / DUNBAR LOOP / UBC	•	•			
84	UBC / VCC STATION	•				
99 B-Line	COMMERCIAL-BROADWAY / UBC (B-LINE)		•			
100	22ND ST STATION / MARPOLE LOOP	•				
106	NEW WESTMINSTER STATION / METROTOWN STATION					•
123	NEW WEST STATION / BRENTWOOD STATION	•				
128	BRAID STATION / 22ND STREET STATION		•			
130	METROTOWN / HASTINGS / KOOTENAY / CAP U	•		•		
229	LYNN VALLEY / LONSDALE QUAY	•	•	•		
240	15TH STREET / VANCOUVER	•		•		
254	BRITISH PROPERTIES / PARK ROYAL / VANCOUVER			•		
255	DUNDARAVE / CAPILANO UNIVERSITY	•				
256	FOLKSTONE WAY / WHITBY ESTATE / SPURAWAY			•		
257	HORSESHOE BAY / VANCOUVER EXPRESS		•	•		
301	NEWTON EXCHANGE / BRIGHOUSE STATION	•				
319	SCOTT ROAD STATION / NEWTON EXCHANGE	•	•			
320	LANGLEY / FLEETWOOD / SURREY CTRL STATION	•				
321	WHITE ROCK / NEWTON / SURREY CTRL STATION	•				
323	NEWTON EXCH / SURREY CENTRAL STATION	•				
335	NEWTON / SURREY CENTRAL STATION	•	•	•		
337	FRASER HEIGHTS / GUILDFORD / SURREY CTR	•	•	•		
351	CRESCENT BEACH / BRIDGEPORT STATION	•				
375	WHITE ROCK / WHITE ROCK STH / GUILDFORD				•	
401	ONE ROAD / GARDEN CITY	•	•			
402	TWO ROAD / BRIGHOUSE STATION	•				
403	BRIDGEPORT STATION / THREE ROAD	•		•		
410	22ND ST STATION / QUEENSBOROUGH / RAILWAY	•	•	•		
430	METROTOWN / BRIGHOUSE STATION	•	•			
501	LANGLEY CENTRE / SURREY CENTRAL STATION		•			
502	LANGLEY CENTRE / SURREY CENTRAL STATION	•		•	•	
555	CARVOLTH EXCH / LOUGHEED STATION	•				
601	SOUTH DELTA / BRIDGEPORT STATION			•		
620	TSAWWASSEN FERRY / BRIDGEPORT STATION	•		•		
250A	DUNDARAVE / VANCOUVER			•		
C3	QUAYSIDE / VICTORIA HILL				•	
C4	UPTOWN / NEW WESTMINSTER STATION				•	
C10	BLUEWATER / SNUG COVE				•	
C26	BELCARRA / PORT MOODY STATION		•			
C45	COTTONWOOD / HANEY PLACE	•	•		•	
C46	ALBION / HANEY PLACE	•	•		•	
C50	OCEAN PARK / PEACE ARCH HOSPITAL	•	•			
C51	OCEAN PARK / WHITE ROCK CENTRE	•	•			
C52	SEASIDE / WHITE ROCK CENTRE	•	•			
C53	CRANLEY DRIVE / WHITE ROCK CENTRE	•	•			
N8	DOWNTOWN / FRASER NIGHTBUS				•	
N20	DOWNTOWN / VICTORIA NIGHTBUS				•	
N35	DOWNTOWN / SFU NIGHTBUS			•	•	
Various	EVERGREEN EXTENSION BUS INTEGRATION					•

Route 106 – Restructure into two routes: 1) Metrotown to Edmonds Station, and 2) Edmonds to New Westminster Station.

Evergreen Extension Bus Integration – Increase service to respond to customer demand for bus service to and from the Evergreen Extension of the Millennium Line.



**SCHEDULE 5: CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS (\$ MILLIONS)**

CAPITAL EXPENDITURES	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017- 2026
<b>Bus</b>												
Equipment	2	5	35	15	-	-	-	-	-	-	-	55
Facilities	52	9	15	3	1	4	3	3	2	3	2	45
Infrastructure	9	69	74	38	29	16	20	13	13	14	18	305
Technology	1	2	4	4	-	-	-	-	-	-	-	10
Vehicles	80	81	309	99	35	21	21	95	142	76	233	1,113
<b>Bus Total</b>	<b>144</b>	<b>166</b>	<b>437</b>	<b>158</b>	<b>66</b>	<b>41</b>	<b>44</b>	<b>112</b>	<b>158</b>	<b>94</b>	<b>253</b>	<b>1,528</b>
<b>Rail</b>												
Equipment	4	28	56	15	22	16	7	-	-	-	-	143
Facilities	1	5	25	2	1	2	3	3	-	-	-	41
Infrastructure	11	168	129	90	50	32	18	17	16	28	16	565
Technology	1	3	14	1	1	1	0.1	1	0.1	1	0.1	21
Vehicles	45	99	132	74	16	21	32	110	17	-	0.2	501
<b>Rail Total</b>	<b>61</b>	<b>303</b>	<b>356</b>	<b>182</b>	<b>91</b>	<b>71</b>	<b>59</b>	<b>130</b>	<b>34</b>	<b>29</b>	<b>17</b>	<b>1,271</b>
<b>Corporate</b>												
Equipment	0	1	4	-	-	-	-	-	-	-	-	5
Facilities	1	0.0	0.2	-	-	-	-	-	-	-	-	0.2
Infrastructure	238	76	16	-	5	5	5	5	-	-	-	112
Technology	6	26	20	21	20	20	16	16	17	17	17	189
Non-Revenue Vehicles	0	1.2	0.3	0.1	0.1	-	-	0.3	0.4	0.3	-	3
<b>Corporate Total</b>	<b>246</b>	<b>104</b>	<b>40</b>	<b>21</b>	<b>25</b>	<b>25</b>	<b>21</b>	<b>21</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>309</b>
<b>TransLink-Owned Roads and Bridges</b>												
TransLink-Owned Cycling	-	5	5	6	1	1	1	1	1	1	1	23
TransLink-Owned Roads and Bridges	-	10	14	26	5	-	-	-	-	-	-	55
<b>TransLink-Owned Roads and Bridges Total</b>	<b>-</b>	<b>15</b>	<b>19</b>	<b>32</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>78</b>

Note: Totals may not add due to rounding.



**SCHEDULE 5 (CONT'D): CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS (\$ MILLIONS)**

CAPITAL INFRASTRUCTURE CONTRIBUTIONS	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
<b>Municipality-Owned Walking and Cycling</b>												
Walking												
Previously committed	-	-	-	-	-	-	-	-	-	-	-	-
New in this Plan	-	2.5	5.0	5.0	-	-	-	-	-	-	-	12.5
<b>Total</b>	-	2.5	5.0	5.0	-	-	-	-	-	-	-	12.5
Regional Cycling												
Previously committed (allocated to a specific project)	-	0.2	-	-	-	-	-	-	-	-	-	0.2
Previously committed (available to new projects)	0.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	15.5
New in this Plan	-	5.9	12.8	11.9	-	-	-	-	-	-	-	30.6
<b>Total</b>	0.6	7.6	14.3	13.5	1.6	1.6	1.6	1.6	1.6	1.6	1.6	46.3
<b>Municipality-Owned Walking and Cycling Total</b>	<b>1</b>	<b>10</b>	<b>19</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>59</b>
<b>Municipality-Owned Roads</b>												
MRN Pavement Rehab												
Previously committed	14	17	26	24	22	22	22	22	23	24	24	226
New in this Plan	-	-	3	3	3	3	3	3	3	3	3	27
<b>Total</b>	14	17	29	27	25	25	25	25	26	27	27	253
MRN Upgrades												
Previously committed (allocated to a specific project)	15	9	5	14								28
New in this Plan	-	22	21	8	-	-	-	-	-	-	-	52
<b>Total</b>	15	31	26	22	-	-	-	-	-	-	-	80
MRN Seismic												
Previously committed	-	-	-	-	-	-	-	-	-	-	-	-
New in this Plan	-	6.5	13.0	13.0	-	-	-	-	-	-	-	32.5
<b>Total</b>	-	6.5	13.0	13.0	-	-	-	-	-	-	-	32.5
<b>Municipality-Owned Roads Total</b>	<b>28</b>	<b>54</b>	<b>69</b>	<b>62</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>27</b>	<b>365</b>
<b>Total Capital Expenditures and Infrastructure Contributions</b>	<b>479</b>	<b>652</b>	<b>940</b>	<b>474</b>	<b>214</b>	<b>165</b>	<b>151</b>	<b>291</b>	<b>237</b>	<b>169</b>	<b>317</b>	<b>3,610</b>

Note: Totals may not add due to rounding.

Figures are inclusive of projects approved or underway.



## SCHEDULE 6: MAJOR CAPITAL PROJECTS OVER \$50 MILLION

PROJECT	PROJECT START YEAR	GROSS COST (\$ MILLIONS)	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
<b>Fleet Replacement</b>												
2018 Conventional Bus Replacements	2017	65	-	62	3	-	-	-	-	-	-	-
2023 Conventional Bus Replacements	2022	86	-	-	-	-	-	-	82	4	-	-
2024 Conventional Bus Replacements	2023	122	-	-	-	-	-	-	-	116	6	-
2025 Conventional Bus Replacements	2024	65	-	-	-	-	-	-	-	-	62	3
2026 Conventional Bus Replacements	2025	206	-	-	-	-	-	-	-	-	-	206
Replacement of SkyTrain MKI Vehicles	2021	141	-	-	-	-	10	22	100	9	-	-
<b>Fleet Expansion</b>												
Expansion of 40-ft Conventional Bus Fleet	2017	73	-	68	5	-	-	-	-	-	-	-
Expansion of 60-ft Conventional Bus Fleet	2017	66	-	12	54	-	-	-	-	-	-	-
Canada Line Fleet Expansion	2017	88	44	44	-	-	-	-	-	-	-	-
Expo/Millennium Line Fleet Expansion	2017	214	91	60	59	4	-	-	-	-	-	-
<b>Upgrades to Existing Rail Infrastructure</b>												
Expo Line Burrard Station Upgrade	2017	61	1	9	20	20	10	-	-	-	-	-
SkyTrain OMC Upgrades	2017	50	1	14	15	15	5	-	-	-	-	-
Expo Line Guideway Seismic Upgrade	2020	53	-	-	-	3	10	10	10	10	10	-
<b>Total Major Capital Project Gross Costs</b>		<b>1,290</b>	<b>138</b>	<b>269</b>	<b>156</b>	<b>42</b>	<b>35</b>	<b>32</b>	<b>192</b>	<b>139</b>	<b>78</b>	<b>209</b>

Note: Totals may not add due to rounding.

## SCHEDULE 7: MAJOR ROAD NETWORK EXPANSION

MAJOR ROAD NETWORK EXPANSION (lane-kilometres)	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Length of the Major Road Network	2,370	2,394	2,657	2,657	2,657	2,657	2,657	2,657	2,657	2,657	2,657
Annual Increase (Over Previous Year)	0.4%	1%	11%	0%	0%	0%	0%	0%	0%	0%	0%





**SCHEDULE 8: REVENUE SOURCES (\$ MILLIONS)**

OPERATING REVENUES	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
<b>Transit Revenues</b>												
Fares	522	546	574	600	626	647	670	691	713	734	755	6,554
Other Transit Revenues	20	20	21	21	22	22	22	23	23	24	24	222
<b>Property Tax</b>												
Standard Property Tax: Previous Year + 3%	324	333	350	367	384	401	419	438	457	477	498	4,123
Standard Property Tax: Additional	-	6	6	6	5	6	6	6	6	7	7	62
Replacement Tax	18	18	18	18	18	18	18	18	18	18	18	180
<b>Motor Fuel Tax</b>	396	388	388	389	390	390	391	391	392	393	393	3,905
<b>Parking Rights Tax</b>	67	70	71	73	74	75	76	77	78	79	80	753
<b>Golden Ears Bridge Toll Revenues</b>	52	56	58	60	62	65	67	70	72	75	78	664
<b>Other</b>												
Hydro Levy	20	21	21	21	22	22	22	23	23	23	24	222
Interest Income (Unrestricted)	5	6	6	7	10	13	15	18	20	21	23	139
Provincial Operating Contribution	20	19	19	19	19	19	19	19	19	19	19	192
Miscellaneous Revenue (non-tax revenues)	6	5	5	5	5	5	6	6	6	6	6	56
<b>REVENUES APPLIED TO DEBT SERVICE COSTS</b>												
Development Fee	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenues</b>	<b>1,451</b>	<b>1,489</b>	<b>1,538</b>	<b>1,586</b>	<b>1,636</b>	<b>1,683</b>	<b>1,731</b>	<b>1,780</b>	<b>1,828</b>	<b>1,876</b>	<b>1,925</b>	<b>17,072</b>

Note: Totals may not add due to rounding.



**SCHEDULE 9A: TRANSIT FARE RATES**

Annual fare increases for 2017 through 2026 are assumed effective July 1

REGULAR, SHORT TERM FARES				2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Conventional Transit	Cash/Compass Ticket	Adult	1-Zone	\$2.75	\$2.85	\$2.95	\$3.00	\$3.10	\$3.20	\$3.30	\$3.35	\$3.40	\$3.50	\$3.55
			2-Zone	\$4.00	\$4.10	\$4.20	\$4.25	\$4.40	\$4.50	\$4.65	\$4.80	\$4.95	\$5.05	\$5.25
			3-Zone	\$5.50	\$5.60	\$5.70	\$5.75	\$5.90	\$6.10	\$6.30	\$6.45	\$6.65	\$6.85	\$7.05
	Concession	1-Zone	\$1.75	\$1.80	\$1.90	\$2.00	\$2.05	\$2.10	\$2.20	\$2.20	\$2.25	\$2.30	\$2.40	\$2.45
		2-Zone	\$2.75	\$2.80	\$2.90	\$3.00	\$3.10	\$3.20	\$3.30	\$3.30	\$3.35	\$3.40	\$3.50	\$3.55
		3-Zone	\$3.75	\$3.80	\$3.90	\$4.00	\$4.10	\$4.25	\$4.35	\$4.50	\$4.65	\$4.80	\$4.90	
	DayPass	Adult	All Zones	\$9.75	\$10.00	\$10.25	\$10.50	\$10.75	\$11.25	\$11.50	\$11.75	\$12.25	\$12.50	\$12.75
Concession		All Zones	\$7.50	\$7.75	\$8.00	\$8.25	\$8.50	\$8.75	\$9.00	\$9.25	\$9.50	\$9.75	\$10.00	
	Canada Line YVR AddFare		\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
Custom Transit	Cash		All Zones	\$2.75	\$2.85	\$2.95	\$3.00	\$3.10	\$3.20	\$3.30	\$3.35	\$3.40	\$3.50	\$3.55
<b>DISCOUNTED, SHORT TERM FARES</b>														
Conventional Transit	Compass Card Single Trip (Stored Value)	Adult	1-Zone	\$2.10	\$2.20	\$2.30	\$2.40	\$2.45	\$2.55	\$2.60	\$2.70	\$2.80	\$2.85	\$2.95
			2-Zone	\$3.15	\$3.25	\$3.35	\$3.45	\$3.55	\$3.65	\$3.75	\$3.90	\$4.00	\$4.10	\$4.25
			3-Zone	\$4.20	\$4.30	\$4.40	\$4.50	\$4.65	\$4.75	\$4.90	\$5.05	\$5.20	\$5.35	\$5.55
	Concession	1-Zone	\$1.75	\$1.80	\$1.85	\$1.95	\$2.00	\$2.05	\$2.15	\$2.15	\$2.20	\$2.25	\$2.30	
		2-Zone	\$2.75	\$2.80	\$2.85	\$2.95	\$3.00	\$3.10	\$3.15	\$3.20	\$3.25	\$3.35	\$3.40	
		3-Zone	\$3.75	\$3.80	\$3.85	\$3.95	\$4.05	\$4.20	\$4.30	\$4.45	\$4.60	\$4.65	\$4.75	
Custom Transit	FareSaver/Compass Card Single Trip		All Zones	\$2.10	\$2.20	\$2.30	\$2.40	\$2.45	\$2.55	\$2.60	\$2.70	\$2.80	\$2.85	\$2.95
<b>NON-SHORT TERM FARES</b>														
Conventional Transit	Monthly Pass	Adult	1-Zone	\$91.00	\$93.00	\$95.00	\$98.00	\$101.00	\$104.00	\$107.00	\$110.00	\$113.00	\$115.00	\$118.00
			2-Zone	\$124.00	\$126.00	\$128.00	\$131.00	\$135.00	\$139.00	\$143.00	\$147.00	\$152.00	\$156.00	\$160.00
			3-Zone	\$170.00	\$172.00	\$174.00	\$177.00	\$182.00	\$188.00	\$193.00	\$199.00	\$205.00	\$211.00	\$218.00
	Concession	All Zones	\$52.00	\$53.00	\$54.00	\$56.00	\$58.00	\$59.00	\$61.00	\$63.00	\$65.00	\$66.00	\$67.00	
Custom Transit	Monthly Pass		All Zones	\$91.00	\$93.00	\$95.00	\$98.00	\$101.00	\$104.00	\$107.00	\$110.00	\$113.00	\$115.00	\$118.00



**SCHEDULE 9B: TRANSIT FARE RATES – WEST COAST EXPRESS**

Annual fare increases for 2017 through 2026 are assumed effective July 1

REGULAR, SHORT TERM FARES			2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
One-Way Compass Ticket (Cash)	Adult	1- or 2-Zone	\$5.50	\$5.60	\$5.70	\$5.75	\$5.90	\$6.10	\$6.30	\$6.45	\$6.65	\$6.85	\$7.05
		3-Zone	\$7.25	\$7.35	\$7.45	\$7.50	\$7.70	\$7.95	\$8.20	\$8.45	\$8.70	\$8.95	\$9.20
		4-Zone	\$9.00	\$9.10	\$9.20	\$9.25	\$9.55	\$9.80	\$10.10	\$10.40	\$10.70	\$11.05	\$11.40
		5-Zone	\$12.25	\$12.35	\$12.45	\$12.50	\$12.90	\$13.25	\$13.65	\$14.05	\$14.50	\$14.95	\$15.35
	Concession	1- or 2-Zone	\$3.25	\$3.30	\$3.40	\$3.50	\$3.60	\$3.70	\$3.80	\$3.95	\$4.05	\$4.20	\$4.25
		3-Zone	\$4.25	\$4.30	\$4.40	\$4.50	\$4.65	\$4.75	\$4.90	\$5.05	\$5.20	\$5.35	\$5.55
		4-Zone	\$5.50	\$5.55	\$5.65	\$5.75	\$5.90	\$6.10	\$6.30	\$6.45	\$6.65	\$6.85	\$7.05
		5-Zone	\$7.50	\$7.55	\$7.65	\$7.75	\$8.00	\$8.20	\$8.45	\$8.70	\$9.00	\$9.25	\$9.55
Return Compass Ticket (Cash)	Adult	1- or 2-Zone	\$10.25	\$10.50	\$10.75	\$11.00	\$11.35	\$11.65	\$12.00	\$12.40	\$12.75	\$13.15	\$13.55
		3-Zone	\$13.75	\$14.00	\$14.25	\$14.50	\$14.95	\$15.40	\$15.85	\$16.30	\$16.80	\$17.30	\$17.85
		4-Zone	\$17.00	\$17.25	\$17.50	\$17.75	\$18.30	\$18.85	\$19.40	\$20.00	\$20.60	\$21.20	\$21.85
		5-Zone	\$23.00	\$23.25	\$23.50	\$23.75	\$24.45	\$25.20	\$25.95	\$26.75	\$27.55	\$28.35	\$29.20
	Concession	1- or 2-Zone	\$6.25	\$6.50	\$6.75	\$7.00	\$7.20	\$7.40	\$7.55	\$7.70	\$7.85	\$8.05	\$8.20
		3-Zone	\$8.25	\$8.50	\$8.75	\$9.00	\$9.25	\$9.55	\$9.85	\$10.05	\$10.30	\$10.50	\$10.70
		4-Zone	\$10.50	\$10.75	\$11.00	\$11.25	\$11.60	\$11.95	\$12.30	\$12.65	\$13.05	\$13.40	\$13.70
		5-Zone	\$14.50	\$14.75	\$15.00	\$15.25	\$15.70	\$16.20	\$16.65	\$17.15	\$17.70	\$18.20	\$18.75
<b>DISCOUNTED, SHORT TERM FARES</b>													
One-Way Compass Card (Stored Value)	Adult	1- or 2-Zone	\$4.60	\$4.70	\$4.80	\$4.90	\$5.05	\$5.20	\$5.35	\$5.50	\$5.70	\$5.85	\$6.05
		3-Zone	\$6.05	\$6.15	\$6.25	\$6.35	\$6.55	\$6.75	\$6.95	\$7.15	\$7.35	\$7.60	\$7.80
		4-Zone	\$7.45	\$7.55	\$7.65	\$7.75	\$8.00	\$8.20	\$8.45	\$8.70	\$9.00	\$9.25	\$9.55
		5-Zone	\$10.20	\$10.30	\$10.40	\$10.50	\$10.80	\$11.15	\$11.45	\$11.80	\$12.15	\$12.55	\$12.90
	Concession	1- or 2-Zone	\$2.70	\$2.75	\$2.80	\$2.90	\$3.00	\$3.10	\$3.15	\$3.25	\$3.35	\$3.45	\$3.55
		3-Zone	\$3.50	\$3.55	\$3.60	\$3.70	\$3.80	\$3.95	\$4.05	\$4.15	\$4.30	\$4.40	\$4.55
		4-Zone	\$4.60	\$4.65	\$4.70	\$4.80	\$4.95	\$5.10	\$5.25	\$5.40	\$5.55	\$5.75	\$5.90
		5-Zone	\$6.25	\$6.30	\$6.35	\$6.45	\$6.65	\$6.85	\$7.05	\$7.25	\$7.50	\$7.70	\$7.95
Return Compass Pass (Stored Value)	Adult	1- or 2-Zone	\$10.00	\$10.25	\$10.50	\$10.75	\$11.05	\$11.40	\$11.75	\$12.10	\$12.35	\$12.60	\$12.85
		3-Zone	\$13.00	\$13.25	\$13.50	\$13.75	\$14.15	\$14.60	\$15.00	\$15.50	\$15.95	\$16.40	\$16.90
		4-Zone	\$16.25	\$16.50	\$16.75	\$17.00	\$17.50	\$18.05	\$18.60	\$19.15	\$19.70	\$20.30	\$20.90
		5-Zone	\$22.00	\$22.25	\$22.50	\$22.75	\$23.45	\$24.15	\$24.85	\$25.60	\$26.35	\$27.15	\$28.00
	Concession	1- or 2-Zone	\$6.00	\$6.25	\$6.50	\$6.75	\$6.90	\$7.05	\$7.20	\$7.35	\$7.50	\$7.65	\$7.80
		3-Zone	\$7.75	\$8.00	\$8.25	\$8.50	\$8.75	\$9.00	\$9.30	\$9.55	\$9.75	\$9.95	\$10.15
		4-Zone	\$10.00	\$10.25	\$10.50	\$10.75	\$11.05	\$11.40	\$11.75	\$12.10	\$12.45	\$12.75	\$13.00
		5-Zone	\$13.75	\$14.00	\$14.25	\$14.50	\$14.95	\$15.40	\$15.85	\$16.30	\$16.80	\$17.30	\$17.85
<b>NON-SHORT TERM FARES</b>													
Monthly Pass	Adult	1- or 2-Zone	\$151.75	\$153.75	\$155.75	\$158.75	\$164.00	\$168.00	\$173.00	\$179.00	\$184.00	\$190.00	\$195.00
		3-Zone	\$201.00	\$203.00	\$205.00	\$208.00	\$214.00	\$221.00	\$227.00	\$234.00	\$241.00	\$248.00	\$256.00
		4-Zone	\$244.00	\$246.00	\$248.00	\$251.00	\$259.00	\$266.00	\$274.00	\$283.00	\$291.00	\$300.00	\$309.00
		5-Zone	\$335.75	\$337.75	\$339.75	\$342.75	\$353.00	\$364.00	\$375.00	\$386.00	\$397.00	\$409.00	\$422.00
	Concession	1- or 2-Zone	\$93.00	\$94.00	\$95.00	\$97.00	\$100.00	\$103.00	\$106.00	\$109.00	\$112.00	\$116.00	\$119.00
		3-Zone	\$124.50	\$125.50	\$126.50	\$128.50	\$132.00	\$136.00	\$140.00	\$145.00	\$149.00	\$153.00	\$158.00
		4-Zone	\$154.25	\$155.25	\$156.25	\$158.25	\$163.00	\$168.00	\$173.00	\$178.00	\$183.00	\$189.00	\$195.00
		5-Zone	\$217.25	\$218.25	\$219.25	\$221.25	\$228.00	\$235.00	\$242.00	\$249.00	\$256.00	\$264.00	\$272.00



**SCHEDULE 9C: PROJECTED FARE REVENUES BY FARE TYPE (\$ MILLIONS)**

	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Regular, Short Term Fares	\$96	\$94	\$98	\$100	\$103	\$104	\$106	\$107	\$107	\$108	\$109	\$1,036
Discounted, Short Term Fares	\$139	\$157	\$170	\$181	\$191	\$200	\$209	\$218	\$228	\$237	\$246	\$2,037
Non-Short Term Fares	\$178	\$187	\$196	\$204	\$214	\$222	\$230	\$237	\$245	\$252	\$260	\$2,247
<b>Total</b>	<b>\$414</b>	<b>\$438</b>	<b>\$463</b>	<b>\$486</b>	<b>\$508</b>	<b>\$526</b>	<b>\$545</b>	<b>\$562</b>	<b>\$580</b>	<b>\$597</b>	<b>\$615</b>	<b>\$5,321</b>
Short Term Fares as a Percentage of Total	57%	57%	58%	58%	58%	58%	58%	58%	58%	58%	58%	58%
Program Revenues	\$109	\$107	\$110	\$114	\$118	\$121	\$125	\$129	\$133	\$136	\$140	\$1,233
<b>Total Fare Revenues</b>	<b>\$522</b>	<b>\$546</b>	<b>\$574</b>	<b>\$600</b>	<b>\$626</b>	<b>\$647</b>	<b>\$670</b>	<b>\$691</b>	<b>\$713</b>	<b>\$734</b>	<b>\$755</b>	<b>\$6,554</b>

**Notes:**

Short term fares, as defined in the SCBCTA Act, include passes up to three days in duration, such as single trips and DayPasses. The “targeted fare” for a revenue transit service is equal to the short term fare of April 1, 2008, increased by 2 per cent per year compounded annually. This Plan does not propose any fares in excess of targeted fares. Prices for non-short term fares are not subject to regulation.

The Canada Line YVR AddFare is applicable only to outbound travel beyond Sea Island on Canada Line on applicable fare products purchased on Sea Island. The YVR AddFare rate may be reviewed periodically for potential adjustments in connection with contractual and funding obligations.

Fare products or fare structure may change as a result of the Transit Fare Review; in which case fare rates will be adjusted to generate approximately the same amount of revenue as projected from this fare table.

Totals may not add due to rounding.



## SCHEDULE 10: GOLDEN EARS BRIDGE TOLL RATES

GOLDEN EARS BRIDGE TOLL RATES BY VEHICLE CLASS	July 2016	July 2017	July 2018	July 2019	July 2020	July 2021	July 2022	July 2023	July 2024	July 2025	July 2026
<b>Car</b>											
Transponder registered	\$3.15	\$3.20	\$3.25	\$3.30	\$3.35	\$3.40	\$3.45	\$3.50	\$3.55	\$3.60	\$3.65
Video registered	\$3.70	\$3.75	\$3.85	\$3.95	\$4.05	\$4.15	\$4.25	\$4.35	\$4.45	\$4.55	\$4.65
Unregistered	\$4.40	\$4.50	\$4.60	\$4.70	\$4.80	\$4.90	\$5.00	\$5.10	\$5.20	\$5.30	\$5.40
<b>Small Truck</b>											
Transponder registered	\$6.25	\$6.40	\$6.55	\$6.70	\$6.85	\$7.00	\$7.15	\$7.30	\$7.45	\$7.60	\$7.75
Video registered	\$6.85	\$7.00	\$7.15	\$7.30	\$7.45	\$7.60	\$7.75	\$7.90	\$8.05	\$8.20	\$8.35
Unregistered	\$7.45	\$7.60	\$7.75	\$7.90	\$8.05	\$8.20	\$8.35	\$8.50	\$8.65	\$8.80	\$9.00
<b>Large Truck</b>											
Transponder registered	\$9.30	\$9.50	\$9.70	\$9.90	\$10.10	\$10.30	\$10.50	\$10.70	\$10.90	\$11.10	\$11.30
Video registered	\$9.95	\$10.15	\$10.35	\$10.55	\$10.75	\$10.95	\$11.15	\$11.35	\$11.60	\$11.85	\$12.10
Unregistered	\$10.55	\$10.75	\$10.95	\$11.15	\$11.35	\$11.60	\$11.85	\$12.10	\$12.35	\$12.60	\$12.85
<b>Motorcycle</b>											
Transponder registered	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Video registered	\$1.50	\$1.55	\$1.60	\$1.65	\$1.70	\$1.75	\$1.80	\$1.85	\$1.90	\$1.95	\$2.00
Unregistered	\$2.90	\$2.95	\$3.00	\$3.05	\$3.10	\$3.15	\$3.20	\$3.25	\$3.30	\$3.35	\$3.40

## SCHEDULE 11: CAPITAL FUNDING CONTRIBUTIONS (\$ MILLIONS)

CAPITAL FUNDING CONTRIBUTIONS (\$ MILLIONS)	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
<b>Federal</b>												
Build Canada	9	9	-	-	-	-	-	-	-	-	-	9
Federal Public Transit Infrastructure Fund (PTIF)	-	146	190	32	2	-0	-	-	-	-	-	370
<b>Provincial</b>												
Provincial Contribution to PTIF Projects	-	97	127	21	1	-	-	-	-	-	-	246
Provincial Contribution (Excluding PTIF)	23	18	-	-	-	-	-	-	-	-	-	18
<b>Regional</b>												
Greater Vancouver Regional Fund (GVRF)	133	62	267	103	40	26	26	87	119	59	188	977
Regional Proceeds From Sale of Assets	-	10	10	10	10	10	10	10	10	10	10	100
<b>Other</b>	1	1	1	1	1	1	1	1	1	1	1	7
<b>Total Capital Funding Contributions</b>	167	343	594	167	54	37	36	97	130	70	198	1,727

Notes:

Totals may not add due to rounding.

Restricted transfers from senior governments are deferred, and recognized as revenue as the related stipulations in the funding agreement are met. A significant portion of funds received from the federal government programs requires TransLink to acquire specific transit assets with the funds, maintain the assets over a set holding period, and repay funds if the associated assets are sold before the end of the holding period. The revenue from senior government contributions is recognized over the holding period of the asset rather than upon receiving the funds.



## SCHEDULE 12: PROJECTS FUNDED BY THE PUBLIC TRANSIT INFRASTRUCTURE FUND (PTIF)

PTIF PROJECT NUMBER	PROJECT	DETAILS
MV-001	South of Fraser Rapid Transit Planning and Design	Procurement readiness
MV-002	South of Fraser Rapid Transit Early Works - new bus exchanges, roadway and utility works	Upgrades to Guildford Exchange and Newton Exchange; roadway and utility works
MV-003	Millennium Line Extension (Broadway) Planning and Design	Procurement readiness
MV-004	Millennium Line Extension (Broadway) Early Works	Improvements to the existing SkyTrain maintenance/operations facilities
MV-005 MV-006	Rapid Transit Fleet Expansion – Expo and Millennium Lines	Procure 56 new SkyTrain cars
MV-007	Rapid Transit Fleet Expansion – Canada Line	Procure 22 new Canada Line cars
MV-008	Rapid Transit Fleet Expansion – West Coast Express	Procure 5 new West Coast Express cars and 1 new locomotive
MV-009	Rapid Transit Fleet Expansion – SeaBus	Procure 1 new SeaBus
MV-010	Rapid Transit Stations	Upgrade Expo/Millennium and Canada Line stations, including Burrard Station and Joyce-Collingwood Station (Phase 2)
MV-011	Bus Facilities and Exchanges	Improvements to transit exchanges, including Phibbs Exchange, Lonsdale Quay Bus Exchange, and Metrotown Bus Loop
MV-012	Multimodal Station Amenities	Construction of 8 bike parkades at Carvolth Exchange and Canada Line, Millennium Line Evergreen Extension, and West Coast Express stations
MV-013	Transit System Rehabilitation and Maintenance	Rehabilitation components across the SkyTrain network
MV-014	Bus Loop Rehabilitation	Rehabilitation improvements at various bus facility locations
MV-015	Information Technology	Upgrade of asset management software and IT infrastructure across the region



## SCHEDULE 13: PROJECTS FUNDED BY THE GREATER VANCOUVER REGIONAL FUND

CATEGORY	PROJECT
<b>Bus Infrastructure</b>	Metrotown Group Rectifier Replacement
<b>Bus fleet</b>	2015 Conventional replacement buses
	2016 Conventional replacement buses
	2017 Conventional replacement buses
	2018 Conventional replacement buses
	2019 Conventional replacement buses
	2020 Conventional replacement buses
	2023 Conventional replacement buses
	2024 Conventional replacement buses
	2025 Conventional replacement buses
	2026 Conventional replacement buses
	2015 Community Shuttle replacement vehicles
	2016 Community Shuttle replacement vehicles
	2017 Community Shuttle replacement vehicles
	2018 Community Shuttle replacement vehicles
	2019 Community Shuttle replacement vehicles
	2021 Community Shuttle replacement vehicles
	2022 Community Shuttle replacement vehicles
	2023 Community Shuttle replacement vehicles
	2024 Community Shuttle replacement vehicles
	2026 Community Shuttle replacement vehicles
	2017 HandyDART replacement vehicles
	2018 HandyDART replacement vehicles
	2019 HandyDART replacement vehicles
	2020 HandyDART replacement vehicles
	2021 HandyDART replacement vehicles
	2022 HandyDART replacement vehicles
	2023 HandyDART replacement vehicles
	2024 HandyDART replacement vehicles
	2025 HandyDART replacement vehicles
	2026 HandyDART replacement vehicles
	Conventional bus fleet expansion
	Community Shuttle fleet expansion
	HandyDART fleet expansion
	Equipment for deferred retirement program
<b>Rail</b>	Automatic Train Control equipment replacement
	SkyTrain MKI refurbishment
	West Coast Express locomotive mid-life overhaul
	SkyTrain MKII mid-life overhaul





## SCHEDULE 14: PROJECTS FUNDED BY THE BUILD CANADA FUND

CATEGORY	PROJECT
Station Upgrades	Joyce-Collingwood Station Upgrade (Phase 1)
	Metrotown Station Upgrade
	Surrey Central Station Upgrade

## SCHEDULE 15: BORROWING (\$ MILLIONS)

BORROWING	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Borrowing Limit	3,500	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000
Gross Direct Debt (Ending Balance)	3,040	3,214	3,363	3,582	3,661	3,686	3,687	3,851	3,866	3,810	3,626

## SCHEDULE 16: RIDERSHIP FORECASTS

	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Ridership (millions of transit journeys)	234	242	249	254	258	260	262	263	265	266	268	2,587
Annual Increase (over previous year)		3.1%	3.0%	2.0%	1.7%	0.8%	0.7%	0.5%	0.5%	0.5%	0.5%	

Note: Ridership forecasts in this table are based on delivery of total conventional transit service hours as indicated in Schedule 2 of Appendix B and HandyDART custom transit service as indicated in Schedule 3 of Appendix B.



## Appendix C: Notes on travel forecasting tools

Travel demand forecasts for this Plan and the 10-Year Vision were developed through several computer-based modelling tools.

The Regional Transportation Model (RTM), a four-step transportation model, was used to produce long-term estimates of regional mode choice, vehicle kilometres travelled, and emissions for the 10-Year Vision. Inputs into the RTM include a broad range of land use and transportation data, such as data from the Census, Trip Diary, Regional Screenline, ICBC, and Google.

A revenue and ridership tool was used to produce near-term estimates of annual transit ridership and fare revenue for this Plan. Inputs into this tool include fare rates and fare products, service hour investments, and parameters from a separate econometric model that considers data such as employment and fuel prices.

All modelling tools are calibrated to and validated against observed data and undergo a series of sensitivity and stress tests. These processes ensure that the models are able to reproduce present day results under existing scenarios and produce reasonable results under new scenarios, as well as help identify any shortcomings of the models under extreme scenarios. These models are the evolution of decades of development and data analysis and continue to be tested rigorously and advanced to ensure they meet industry standards.



# Appendix D: Full Financial Statements and Financial Indicators

**Table 1A : Consolidated Statement of Financial Position**  
(in thousands of dollars)

	Actual										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
For the years ending 31 Dec.											
<b>Financial assets</b>											
Cash and investments	333,353	356,399	345,514	349,767	354,797	362,583	385,657	407,190	439,288	486,162	570,499
Accounts receivable	133,736	137,748	141,881	146,137	150,521	155,037	159,688	164,478	169,413	174,495	179,730
Loan receivable	325,313	310,197	250,734	190,009	127,997	64,670	-	-	-	-	-
Restricted cash and investments	504,295	559,717	623,110	611,814	637,155	714,900	854,621	943,466	1,041,453	1,016,696	1,113,999
Debt reserve deposits	35,049	32,944	29,740	28,373	29,073	27,069	24,561	25,169	23,369	22,007	11,268
	<b>1,331,746</b>	<b>1,397,006</b>	<b>1,390,978</b>	<b>1,326,100</b>	<b>1,299,543</b>	<b>1,324,259</b>	<b>1,424,526</b>	<b>1,540,302</b>	<b>1,673,524</b>	<b>1,699,361</b>	<b>1,875,495</b>
<b>Liabilities</b>											
Accounts payable and accrued liabilities	(270,041)	(275,442)	(280,951)	(286,570)	(292,301)	(298,147)	(304,110)	(310,192)	(316,396)	(322,724)	(329,178)
Debt	(2,347,266)	(2,568,006)	(2,783,107)	(2,991,585)	(3,011,433)	(3,041,148)	(3,063,959)	(3,172,961)	(3,197,314)	(3,087,729)	(3,128,985)
Deferred government transfers	(941,046)	(1,010,960)	(1,097,934)	(1,011,061)	(902,206)	(796,734)	(702,423)	(644,236)	(616,771)	(595,495)	(577,274)
Golden Ears Bridge contractor liability	(1,049,021)	(1,044,076)	(1,038,896)	(1,031,866)	(1,022,820)	(1,011,595)	(998,029)	(981,921)	(963,064)	(941,259)	(916,262)
Deferred concessionaire credit	(549,059)	(525,722)	(502,449)	(479,175)	(455,902)	(432,565)	(409,292)	(386,018)	(362,745)	(339,408)	(316,135)
Employee future benefits	(120,147)	(131,548)	(143,233)	(156,131)	(169,999)	(184,271)	(198,871)	(213,750)	(228,810)	(243,682)	(258,303)
Deferred lease inducements	(12,578)	(12,338)	(11,511)	(10,684)	(9,857)	(9,030)	(8,203)	(7,376)	(6,549)	(5,722)	(4,895)
	<b>(5,289,158)</b>	<b>(5,568,092)</b>	<b>(5,858,080)</b>	<b>(5,967,073)</b>	<b>(5,864,519)</b>	<b>(5,773,489)</b>	<b>(5,684,887)</b>	<b>(5,716,455)</b>	<b>(5,691,649)</b>	<b>(5,536,020)</b>	<b>(5,531,033)</b>
<b>Net debt</b>	<b>(3,957,412)</b>	<b>(4,171,086)</b>	<b>(4,467,103)</b>	<b>(4,640,973)</b>	<b>(4,564,976)</b>	<b>(4,449,231)</b>	<b>(4,260,361)</b>	<b>(4,176,152)</b>	<b>(4,018,125)</b>	<b>(3,836,659)</b>	<b>(3,655,538)</b>
<b>Non-financial assets</b>											
Tangible capital assets	4,867,996	5,131,428	5,667,810	5,906,411	5,870,546	5,778,989	5,610,556	5,585,618	5,517,465	5,386,619	5,406,885
Supplies inventory	61,831	63,686	65,597	67,564	69,591	71,679	73,829	76,044	78,326	80,675	83,096
Prepaid expenses	11,657	12,007	12,367	12,738	13,120	13,514	13,919	14,337	14,767	15,210	15,666
	<b>4,941,484</b>	<b>5,207,120</b>	<b>5,745,774</b>	<b>5,986,713</b>	<b>5,953,257</b>	<b>5,864,182</b>	<b>5,698,304</b>	<b>5,675,999</b>	<b>5,610,557</b>	<b>5,482,505</b>	<b>5,505,647</b>
<b>Accumulated surplus<sup>1</sup></b>	<b>984,072</b>	<b>1,036,034</b>	<b>1,278,671</b>	<b>1,345,740</b>	<b>1,388,281</b>	<b>1,414,951</b>	<b>1,437,943</b>	<b>1,499,846</b>	<b>1,592,432</b>	<b>1,645,845</b>	<b>1,850,109</b>

<sup>1</sup> The Accumulated Surplus is derived under Public Sector Accounting Standards and does not represent cash available. A large driver of the increase in accumulated surplus is due to revenue from government transfers for funding capital investments. The related amortization expense, which is based on the useful life of the asset, will offset this increase in government transfers revenue over time.



**Table 2A : Consolidated Statement of Operations**  
(in thousands of dollars)

	Actual/ 2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
<b>Revenue</b>											
Taxation	825,670	836,342	854,801	873,570	902,201	926,571	951,698	972,831	994,795	1,017,638	1,041,395
Fuel tax	395,731	387,878	388,409	388,986	389,568	390,156	390,750	391,350	391,955	392,567	393,185
Property tax	324,496	339,332	355,882	372,678	389,323	406,683	424,790	443,676	463,374	483,922	505,354
Parking Rights	67,033	70,387	71,443	72,515	73,602	74,706	75,827	76,964	78,119	79,291	80,480
Hydro levy	20,450	20,745	21,067	21,391	21,708	22,025	22,331	22,641	22,945	23,252	23,564
Replacement tax	17,961	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000
Development fee	-	-	-	-	10,000	15,000	20,000	20,000	20,402	20,606	20,812
Transit	541,589	565,906	594,617	624,482	652,504	675,495	700,086	723,630	746,938	768,397	790,075
Government transfers	240,533	159,468	390,954	244,121	174,627	157,876	146,621	172,318	175,104	109,072	234,908
Golden Ears Bridge tolling	52,116	55,744	57,866	60,072	62,366	64,751	67,231	69,810	72,492	75,281	78,181
Investment income	40,567	48,288	48,098	46,411	50,517	56,553	59,599	63,723	71,480	75,637	78,961
Amortization of deferred concessionaire credit	23,337	23,337	23,273	23,273	23,273	23,337	23,273	23,273	23,273	23,337	23,273
Miscellaneous revenue	6,351	5,464	5,396	5,479	5,377	5,401	5,502	5,604	5,679	5,785	5,893
<b>Sub Total Continuing Operations Revenue</b>	1,730,162	1,694,549	1,975,006	1,877,408	1,870,865	1,909,984	1,954,011	2,031,190	2,089,763	2,075,146	2,252,686
Gain on disposal	422,183	(323)	-	-	-	-	-	-	-	-	-
<b>Total Revenue (PSAB)</b>	<b>2,152,345</b>	<b>1,694,227</b>	<b>1,975,006</b>	<b>1,877,408</b>	<b>1,870,865</b>	<b>1,909,984</b>	<b>1,954,011</b>	<b>2,031,190</b>	<b>2,089,763</b>	<b>2,075,146</b>	<b>2,252,686</b>
<b>Expenditures</b>											
Bus division	656,540	691,290	721,924	752,436	786,607	808,228	829,690	849,916	870,457	889,364	908,175
Corporate	73,277	101,158	98,499	98,104	99,509	101,560	103,543	105,676	107,739	109,959	112,105
Rail division	265,941	300,010	308,439	324,692	336,876	345,450	354,495	362,711	368,523	373,661	381,181
Roads and bridges	52,455	116,786	144,216	133,998	81,458	83,567	84,904	87,206	89,805	92,548	95,051
Transit Police	33,758	36,922	37,458	38,147	38,910	39,688	40,482	41,292	42,117	42,960	43,819
Amortization of tangible capital assets*	181,663	200,442	232,048	265,207	278,002	285,751	293,470	289,045	277,615	271,069	267,686
Interest*	172,705	176,367	187,127	196,422	206,962	216,995	223,360	233,441	240,922	240,922	239,331
<b>Sub Total Continuing Operations Expenditures</b>	1,436,340	1,622,975	1,729,711	1,809,006	1,828,324	1,881,239	1,929,943	1,969,286	1,997,177	2,019,658	2,047,348
Corporate - one-time expenditures	47,609	19,290	2,658	1,333	-	2,075	1,075	-	-	2,075	1,075
<b>Total Expenditures (PSAB)</b>	<b>1,483,949</b>	<b>1,642,265</b>	<b>1,732,369</b>	<b>1,810,339</b>	<b>1,828,324</b>	<b>1,883,314</b>	<b>1,931,018</b>	<b>1,969,286</b>	<b>1,997,177</b>	<b>2,021,733</b>	<b>2,048,423</b>
<b>Surplus (Deficit) for the period (PSAB)</b>	<b>668,396</b>	<b>51,962</b>	<b>242,637</b>	<b>67,069</b>	<b>42,541</b>	<b>26,670</b>	<b>22,993</b>	<b>61,903</b>	<b>92,585</b>	<b>53,413</b>	<b>204,263</b>
<b>Accumulated Surplus<sup>1</sup>, beginning of the year</b>	<b>315,676</b>	<b>984,072</b>	<b>1,036,034</b>	<b>1,278,671</b>	<b>1,345,740</b>	<b>1,388,281</b>	<b>1,414,951</b>	<b>1,437,943</b>	<b>1,499,846</b>	<b>1,592,432</b>	<b>1,645,845</b>
<b>Accumulated Surplus<sup>1</sup>, end of the year</b>	<b>984,072</b>	<b>1,036,034</b>	<b>1,278,671</b>	<b>1,345,740</b>	<b>1,388,281</b>	<b>1,414,951</b>	<b>1,437,943</b>	<b>1,499,846</b>	<b>1,592,432</b>	<b>1,645,845</b>	<b>1,850,109</b>

<sup>1</sup> The Accumulated Surplus is derived under Public Sector Accounting Standards and does not represent cash available. A large driver of the increase in accumulated surplus is due to revenue from government transfers for funding capital investments. The related amortization expense, which is based on the useful life of the asset, will offset this increase in government transfers revenue over time.





**Table 3A : Consolidated Statement of Cash Flows**  
(in thousands of dollars)

	Actual										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
<b>Cash provided by (used for):</b>											
<b>Operating transactions:</b>											
Surplus for the year	668,396	51,962	242,637	67,069	42,541	26,670	22,993	61,903	92,565	53,413	204,263
Non-cash changes to operations:											
Amortization of capital assets	181,663	200,442	232,048	265,207	278,002	285,751	293,470	289,045	277,615	271,069	267,886
Amortization of bond issue costs	576	(34)	(100)	(279)	-	(613)	(634)	(646)	(577)	(736)	(786)
Amortization of debt issue costs	193	-	-	-	-	-	-	-	-	-	-
Amortization of Deferred Concessionaire credits	(23,337)	(23,337)	(23,273)	(23,273)	(23,273)	(23,337)	(23,273)	(23,273)	(23,273)	(23,337)	(23,273)
Amortization of deferred government transfers	(196,946)	(140,241)	(371,727)	(224,894)	(155,400)	(138,649)	(127,384)	(153,091)	(155,877)	(89,846)	(215,681)
Government transfers revenue - asset received	(23,261)	(180)	(627)	(827)	-	-	-	-	-	-	-
Write-down of capital assets/deferred lease inducements	(221)	(221)	-	-	-	-	-	-	-	-	-
Gain on disposal of Real Estate	(422,183)	323	-	-	-	-	-	(827)	(827)	(827)	(827)
Net change in contractor liability	-	66,633	67,838	67,447	66,931	66,279	65,480	64,524	63,395	62,083	60,571
Loan Receivables interest - transfer from restricted fund	-	(6,884)	(6,536)	(5,275)	(3,988)	(2,673)	(1,330)	-	-	-	-
<b>Non-cash changes to operations</b>	<b>(483,516)</b>	<b>96,722</b>	<b>(102,578)</b>	<b>78,105</b>	<b>161,184</b>	<b>185,931</b>	<b>205,491</b>	<b>175,732</b>	<b>160,455</b>	<b>218,407</b>	<b>87,690</b>
<b>Changes in non-cash operating working capital</b>	<b>(338,298)</b>	<b>10,525</b>	<b>10,791</b>	<b>11,922</b>	<b>12,806</b>	<b>13,120</b>	<b>13,356</b>	<b>13,538</b>	<b>13,618</b>	<b>13,325</b>	<b>12,964</b>
	<b>(153,417)</b>	<b>159,209</b>	<b>150,850</b>	<b>157,096</b>	<b>216,531</b>	<b>225,721</b>	<b>241,840</b>	<b>251,173</b>	<b>266,658</b>	<b>285,146</b>	<b>304,917</b>
<b>Capital transactions:</b>											
Net Proceed/(Purchase) for Real Estate Transactions	432,924	(323)	46,551	131,449	56,000	56,000	-	-	-	-	-
Purchase of capital assets (excluding MRN)	(421,886)	(463,873)	(768,431)	(503,808)	(242,137)	(194,194)	(125,036)	(264,107)	(209,461)	(140,224)	(287,952)
	<b>11,038</b>	<b>(464,196)</b>	<b>(721,880)</b>	<b>(372,359)</b>	<b>(186,137)</b>	<b>(138,194)</b>	<b>(125,036)</b>	<b>(264,107)</b>	<b>(209,461)</b>	<b>(140,224)</b>	<b>(287,952)</b>
<b>Investing transactions:</b>											
(Increase)/decrease in Self-administered sinking fund	-	(41,955)	(54,323)	(65,229)	(26,062)	(77,578)	(84,143)	(90,655)	(98,925)	24,183	(97,500)
(Increase)/decrease in Cash restricted	(3,286)	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Decrease/(increase) in debt reserve fund deposits	1,358	2,105	3,205	1,367	(700)	2,004	2,508	(608)	1,800	1,362	10,739
	<b>(1,928)</b>	<b>(29,850)</b>	<b>(41,118)</b>	<b>(63,862)</b>	<b>(16,762)</b>	<b>(65,573)</b>	<b>(71,635)</b>	<b>(81,263)</b>	<b>(87,125)</b>	<b>35,545</b>	<b>(76,761)</b>
<b>Financing transactions:</b>											
Short-term borrowing	120,000	-	-	-	-	-	-	-	-	-	-
Bonds issued	150,000	313,360	304,332	295,348	160,779	128,555	115,989	194,820	108,572	100,673	120,736
Premium on financing	24,021	-	-	-	-	-	-	-	-	-	-
Sinking Funds Maturities	(29,915)	129,535	138,800	50,000	(24,981)	66,200	80,000	-	65,000	-	280,000
Sinking Fund interest	(63,341)	(29,820)	(27,981)	(24,646)	(29,811)	(27,513)	(26,843)	(25,331)	(27,602)	(26,717)	(28,918)
Golden Ears Bridge contractor liability payment	(1,892)	(53,266)	(44,012)	(36,357)	(34,700)	(34,700)	(32,688)	(30,278)	(30,278)	(28,313)	(28,313)
Government transfers received for capital additions	6,925	208,230	456,368	135,071	41,953	26,436	25,688	86,714	119,349	59,144	187,657
Short-term debt repayments	-	(7,094)	(14,672)	(23,058)	(28,396)	(33,356)	(30,276)	(26,767)	(22,893)	(21,550)	(21,463)
Bonds matured	-	(131,940)	(141,266)	(52,529)	(68,859)	(68,859)	(82,727)	(7,797)	(67,868)	(132,941)	(260,000)
Payments received for Land Reserve net to unrestricted	-	457	2,712	4,026	5,313	6,573	7,807	-	-	-	-
	<b>205,798</b>	<b>357,883</b>	<b>601,263</b>	<b>273,377</b>	<b>(8,602)</b>	<b>(14,167)</b>	<b>(23,986)</b>	<b>115,730</b>	<b>62,027</b>	<b>(133,596)</b>	<b>144,131</b>
<b>Increase/(decrease) in cash</b>	<b>61,491</b>	<b>23,046</b>	<b>(10,885)</b>	<b>4,253</b>	<b>5,030</b>	<b>7,787</b>	<b>23,073</b>	<b>21,533</b>	<b>32,099</b>	<b>46,874</b>	<b>84,336</b>
<b>Cash, beginning of period</b>	<b>271,862</b>	<b>333,353</b>	<b>356,399</b>	<b>345,514</b>	<b>349,767</b>	<b>354,797</b>	<b>362,583</b>	<b>385,657</b>	<b>407,190</b>	<b>439,288</b>	<b>486,162</b>
<b>Cash, end of period</b>	<b>333,353</b>	<b>356,399</b>	<b>345,514</b>	<b>349,767</b>	<b>354,797</b>	<b>362,583</b>	<b>385,657</b>	<b>407,190</b>	<b>439,288</b>	<b>486,162</b>	<b>570,499</b>

For the years ending 31 Dec.



**Table 4A - Projected Borrowing Compared to Borrowing Limit and Select Financial Ratios**  
(in millions of dollars)

Actual/ 2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Opening Gross Direct Borrowing	2,827	3,040	3,214	3,363	3,582	3,662	3,688	3,690	3,854	3,872
Adjustments	-	-	-	-	-	-	-	-	-	-
Retirements/Other	(81)	(139)	(156)	(76)	(81)	(103)	(114)	(30)	(91)	(155)
Short term borrowings	120	-	-	-	-	-	-	-	-	-
Borrowing in Yr - Capital	174	313	304	295	161	129	116	195	109	101
Closing Gross Direct Borrowing	3,040	3,214	3,363	3,582	3,662	3,688	3,690	3,854	3,872	3,817
Less: Sinking funds	(857)	(853)	(840)	(917)	(1,002)	(1,076)	(1,140)	(1,286)	(1,378)	(1,408)
Less: Debt Reserve Funds	(35)	(33)	(30)	(28)	(27)	(25)	(25)	(23)	(22)	(11)
Closing Net Direct Borrowing	2,148	2,329	2,493	2,637	2,630	2,585	2,526	2,543	2,471	2,387
Deferred Concessionaire credits	549	526	502	479	456	433	409	386	363	339
Golden Ears Bridge contractor liability	1,049	1,044	1,039	1,032	1,012	988	982	963	941	916
Closing Net Borrowing	3,746	3,899	4,034	4,148	4,109	4,029	3,933	3,797	3,667	3,574
<b>Established Borrowing Limit - Gross Direct Debt</b>	<b>3,500</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>
<b>Reconciliation of Borrowing During Year to Annual Capital Expenditures:</b>										
Capital Expenditures (including MRN)	146	652	988	605	270	222	152	292	239	319
Less: Sr Govt Contributions	(2)	(332)	(584)	(156)	(43)	(26)	(87)	(87)	(119)	(59)
Less: Other Contributions	-	(6)	(100)	(154)	(66)	(67)	(11)	(11)	(11)	(11)
Net Expenditures	144	313	304	295	161	129	116	195	109	101
Add: Gross-up for Debt Reserve Fund	-	-	-	-	-	-	-	-	-	-
Net Borrowing amount for capital	144	313	304	295	161	129	116	195	109	101



**Table 5A: Capital Cash Flows - Projects Approved and Proposed**  
(In thousands of dollars)

	Actual											2017-2026 Total		
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026			
<b>CAPITAL</b>	<b>450,964</b>	<b>345,597</b>	<b>285,392</b>	<b>43,408</b>	-	-	-	-	-	-	-	-	-	<b>674,397</b>
<b>Projects Approved or Underway</b>														
<b>Bus</b>														
Equipment	-	4,013	35,022	15,000	-	-	-	-	-	-	-	-	-	54,034
Facilities	-	6,757	14,980	2,650	1,400	3,800	2,565	3,155	2,450	2,855	2,451	-	-	43,052
Infrastructure	-	27,906	61,212	24,791	13,204	3,700	1,200	1,200	1,200	1,200	1,200	1,200	1,200	127,113
Exchange	-	2,372	6,448	9,075	3,700	3,700	1,200	1,200	1,200	1,200	1,200	1,200	1,200	31,295
TOH	-	1,551	1,316	4,000	12,127	12,716	18,732	12,103	12,080	13,070	16,909	16,909	16,909	100,614
Other	-	1,500	3,750	4,000	-	-	-	-	-	-	-	-	-	9,250
Technology	-	1,079	18	-	-	-	-	-	-	-	-	-	-	1,097
Technology Vehicles	-	62,381	62,381	16,343	24,389	1,141	-	81,705	120,318	67,561	208,905	208,905	208,905	582,743
Conventional Bus	-	4,797	79,744	59,448	-	-	-	-	-	-	-	-	-	143,989
Replace	-	3,534	9,173	433	433	11,857	13,054	4,579	12,086	478	13,091	13,091	13,091	68,884
Expansion	-	3,060	3,060	6,231	6,387	6,495	6,624	6,757	6,892	7,030	9,501	9,501	9,501	3,060
Community Shuttle	-	-	-	2,237	-	-	-	-	-	-	-	-	-	61,628
Expansion	-	2,851	-	-	-	-	-	-	-	-	-	-	-	5,088
Custom	-	827	3,381	1,570	4,060	1,470	1,540	2,210	2,090	1,420	1,040	1,040	1,040	-
Seabus	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Non-Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Bus</b>	<b>-</b>	<b>49,802</b>	<b>283,424</b>	<b>150,519</b>	<b>65,681</b>	<b>41,179</b>	<b>43,705</b>	<b>111,708</b>	<b>157,726</b>	<b>93,614</b>	<b>253,097</b>	<b>93,614</b>	<b>253,097</b>	<b>1,250,454</b>
<b>Rail</b>														
Equipment	-	14,684	48,012	14,163	21,842	16,285	6,685	-	-	-	-	-	-	121,671
Facilities	-	2,930	25,250	2,250	1,250	1,750	2,500	2,500	-	-	-	-	-	38,430
Infrastructure	-	15,852	31,917	20,600	20,450	10,000	-	-	-	-	-	-	-	98,819
Stations	-	1,716	17,434	23,650	6,697	-	-	-	-	-	-	-	-	49,498
Wayside	-	47,027	51,092	41,500	23,333	21,980	17,766	16,954	16,330	27,930	16,330	16,330	16,330	280,242
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	3,240
Technology	-	1,418	10,577	606	1,100	600	100	600	100	600	100	100	100	15,802
Applications	-	-	-	500	625	1,780	765	405	405	600	225	225	225	5,205
Other	-	35,367	3,607	4,200	10,080	19,000	28,900	107,600	16,950	-	-	-	-	186,730
Vehicles	-	44,000	44,000	58,873	3,753	-	-	-	-	-	-	-	-	101,600
Canada Line	-	-	-	-	-	-	-	-	-	-	-	-	-	88,000
SkyTrain	-	-	-	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	7,500
Other	-	10,500	10,500	-	-	-	-	-	-	-	-	-	-	21,000
West Coast Express	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail</b>	<b>-</b>	<b>173,495</b>	<b>246,535</b>	<b>167,842</b>	<b>90,650</b>	<b>71,115</b>	<b>59,231</b>	<b>123,919</b>	<b>33,785</b>	<b>28,550</b>	<b>16,655</b>	<b>16,655</b>	<b>16,655</b>	<b>1,017,738</b>
<b>Corporate</b>														
Equipment	-	1,121	3,930	-	-	-	-	-	-	-	-	-	-	5,051
Facilities	-	-	150	-	-	-	-	-	-	-	-	-	-	150
Infrastructure	-	1,621	1,621	-	5,000	5,000	5,000	5,000	-	-	-	-	-	23,241
Technology	-	8,417	6,993	5,500	4,000	4,000	-	-	-	-	-	-	-	28,910
Applications	-	4,050	4,185	-	-	-	-	-	-	-	-	-	-	8,235
Infrastructure	-	-	7,200	15,400	15,700	15,900	16,100	16,200	16,600	16,800	17,200	17,200	17,200	137,100
Other	-	601	250	115	-	-	-	280	350	280	-	-	-	1,991
Non-Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Corporate</b>	<b>-</b>	<b>15,810</b>	<b>24,328</b>	<b>21,015</b>	<b>24,815</b>	<b>24,900</b>	<b>21,100</b>	<b>21,480</b>	<b>16,950</b>	<b>17,080</b>	<b>17,200</b>	<b>17,200</b>	<b>17,200</b>	<b>204,678</b>
<b>TL Roads &amp; Bridges</b>														
Infrastructure	-	-	1,000	5,000	5,000	-	-	-	-	-	-	-	-	11,000
Bridges	-	-	1,000	-	-	-	-	-	-	-	-	-	-	1,000
Knights Street	-	-	2,000	-	-	-	-	-	-	-	-	-	-	2,000
Pattullo	-	3,241	5,387	5,622	1,250	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	21,500
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bike Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Walking Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TL Owned	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Roads &amp; Bridges</b>	<b>-</b>	<b>3,241</b>	<b>9,387</b>	<b>10,622</b>	<b>6,250</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>35,500</b>
<b>Capital Gross Cost</b>	<b>450,964</b>	<b>587,945</b>	<b>849,066</b>	<b>393,406</b>	<b>187,376</b>	<b>138,194</b>	<b>123,036</b>	<b>264,107</b>	<b>209,461</b>	<b>140,224</b>	<b>287,952</b>	<b>287,952</b>	<b>287,952</b>	<b>3,182,767</b>





**Table 5A: Capital Cash Flows - Projects Approved and Proposed**  
(In thousands of dollars)

	<i>Actual</i>											
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2017-2026 Total
<b>CAPITAL INFRASTRUCTURE CONTRIBUTIONS</b>												
<b>Projects Approved or Underway</b>												
<b>Road Network</b>												
Infrastructure	28,780	23,112	14,459	3,667	-	-	-	-	-	-	-	41,238
BICCS	-	10,050	18,450	18,450	1,550	1,550	1,550	1,550	1,550	1,550	1,550	57,800
MRN (Seismic & Upgrade)	-	16,500	33,000	33,000	-	-	-	-	-	-	-	82,500
Pavement rehab	-	14,282	23,155	25,364	25,184	25,848	25,701	26,477	27,509	28,643	29,492	251,656
Transit Related Road Infrastructure Program	-	-	3,000	-	-	-	-	-	-	-	-	3,000
<b>Subtotal Road Network</b>	-	63,944	92,064	80,481	26,734	27,398	27,251	28,027	29,059	30,193	31,042	436,194
<b>Operating Subsidiaries and Contractors Minor Capital</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Capital Infrastructure Contributions Gross Cost</b>	28,780	63,944	92,064	80,481	26,734	27,398	27,251	28,027	29,059	30,193	31,042	436,194
<b>Total Capital and Capital Infrastructure Contributions Gross Cost</b>	479,744	651,889	941,130	473,887	214,110	165,592	152,287	292,135	238,521	170,417	318,994	3,618,961
<b>Partnership Funding</b>												
Federal	(9,224)	(9,136)	(189,773)	(31,890)	(1,877)	-	-	-	-	-	-	(9,136)
Build Canada Fund	-	(146,461)	(266,595)	(103,181)	(40,076)	(26,436)	(25,698)	(86,714)	(119,349)	(59,144)	(187,657)	(370,000)
PTIF	(133,344)	(61,769)	(127,186)	(21,047)	(1,239)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(976,620)
Regional	(23,261)	(18,272)	(127,186)	(21,047)	(1,239)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(18,272)
Federal Gas Tax	-	(96,664)	(111,113)	(10,936)	(10,609)	(37,036)	(36,298)	(97,314)	(129,949)	(69,744)	(198,257)	(246,136)
Provincial	-	(96,664)	(127,186)	(21,047)	(1,239)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(106,858)
PTIF	(902)	(111,113)	(10,936)	(10,609)	(10,600)	(37,036)	(36,298)	(97,314)	(129,949)	(69,744)	(198,257)	(1,727,022)
<b>Total Partnership Funding</b>	(166,731)	(343,415)	(594,491)	(166,727)	(53,791)	(37,036)	(36,298)	(97,314)	(129,949)	(69,744)	(198,257)	(1,727,022)
<b>Total Net Cost</b>	313,013	308,475	346,639	307,160	160,318	128,555	115,989	194,820	108,572	100,673	120,736	1,891,939

**Table 6A- Transit Service Levels**

<i>Actual</i>	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
<b>Conventional Transit</b> (thousands of service hours)											
Conventional Bus	4,250	4,378	4,508	4,599	4,715	4,715	4,715	4,715	4,715	4,715	4,715
Community Shuttle	590	618	645	645	645	645	645	645	645	645	645
West Vancouver Conventional Bus	132	139	142	142	142	142	142	142	142	142	142
SkyTrain Expo and Millennium Lines	1,129	1,336	1,373	1,437	1,473	1,473	1,473	1,473	1,473	1,473	1,473
SkyTrain Canada Line	196	204	210	224	246	260	275	286	289	289	289
SeaBus	11	12	12	13	14	14	14	14	14	14	14
West Coast Express	40	38	38	40	42	42	42	42	42	42	42
<b>Total Conventional Transit</b>	<b>6,349</b>	<b>6,724</b>	<b>6,929</b>	<b>7,101</b>	<b>7,278</b>	<b>7,292</b>	<b>7,307</b>	<b>7,317</b>	<b>7,321</b>	<b>7,321</b>	<b>7,321</b>

<i>Actual</i>	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
<b>Custom Transit Trips</b> (thousands of trips)											
HandyDART	1,095	1,185	1,233	1,271	1,271	1,271	1,271	1,271	1,271	1,271	1,271
Taxi Supplement	132	102	102	102	102	102	102	102	102	102	102
Total Custom Trips	1,227	1,287	1,335	1,373	1,373	1,373	1,373	1,373	1,373	1,373	1,373



**Table 7A - TransLink Financial Policies & Indicators**  
(in millions of dollars)

	Actual										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Closing Gross Direct Borrowing (<\$4.0 Bn)	3,040	3,214	3,363	3,582	3,662	3,688	3,690	3,854	3,872	3,817	3,636
Net Debt (Closing Net Borrowing) <sup>1</sup>	3,746	3,899	4,034	4,148	4,109	4,029	3,933	3,911	3,797	3,667	3,574
Net Debt / Operating Revenues <300%	259%	263%	263%	262%	250%	238%	226%	218%	206%	194%	185%
Gross Interest / Operating Revenues <20%	12%	12%	12%	12%	13%	13%	13%	13%	13%	13%	12%
Net Debt per capita <sup>4</sup> <\$2,000	1,474	1,512	1,542	1,564	1,527	1,477	1,422	1,395	1,336	1,274	1,226
Accumulated Funding Resources (AFR) <sup>2</sup>	333	356	346	350	355	363	386	407	439	486	570
AFR as a percentage of Total Funding Requirements <sup>3</sup>	24%	24%	23%	22%	21%	21%	22%	23%	24%	26%	30%

<sup>1</sup> Includes TransLink's Direct Debt, net of sinking funds and debt reserve deposits

<sup>2</sup> AFR = Unrestricted Cash & Investments

<sup>3</sup> Funding Requirements = Total Expenses (excluding Depreciation and Capital Funding to Municipalities) + Debt Service costs

<sup>4</sup> Includes all Direct and Indirect Debt



**Table 1B : Consolidated Statement of Financial Position (No Development Fee)***(in thousands of dollars)*

		Actuals										
		2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
For the years ending 31 Dec.												
<b>Financial assets</b>												
Cash and investments		333,353	356,399	345,514	352,830	359,515	363,779	379,583	394,089	419,319	459,492	537,392
Accounts receivable		133,736	137,748	141,881	146,137	150,521	155,037	159,688	164,478	169,413	174,495	179,730
Loan receivable		325,313	310,197	250,734	190,009	127,997	64,670	-	-	-	-	-
Restricted cash and investments		504,295	559,717	623,110	611,814	637,147	714,868	854,540	943,298	1,041,154	1,016,207	1,113,248
Debt reserve deposits		35,049	32,944	29,740	28,373	29,073	27,069	24,561	25,169	23,369	22,007	11,268
		<b>1,331,746</b>	<b>1,397,006</b>	<b>1,390,978</b>	<b>1,329,162</b>	<b>1,304,253</b>	<b>1,325,423</b>	<b>1,418,371</b>	<b>1,527,035</b>	<b>1,653,255</b>	<b>1,672,201</b>	<b>1,841,637</b>
<b>Liabilities</b>												
Accounts payable and accrued liabilities		(270,041)	(275,442)	(280,951)	(286,570)	(292,301)	(298,147)	(304,110)	(310,192)	(316,396)	(322,724)	(329,178)
Debt		(2,347,266)	(2,568,006)	(2,783,107)	(2,991,352)	(3,010,723)	(3,039,704)	(3,061,513)	(3,169,229)	(3,192,002)	(3,080,526)	(3,119,567)
Deferred government transfers		(941,046)	(1,010,960)	(1,097,934)	(1,011,061)	(902,206)	(796,734)	(702,423)	(644,236)	(616,771)	(595,495)	(677,274)
Golden Ears Bridge contractor liability		(1,049,021)	(1,044,076)	(1,038,896)	(1,031,866)	(1,022,820)	(1,011,595)	(998,029)	(981,921)	(963,064)	(941,259)	(916,262)
Deferred concessionaire credit		(549,059)	(525,722)	(502,449)	(479,175)	(455,902)	(432,565)	(409,292)	(386,018)	(362,745)	(339,408)	(316,135)
Employee future benefits		(120,147)	(131,548)	(143,233)	(156,131)	(169,999)	(184,271)	(198,871)	(213,750)	(228,810)	(243,682)	(258,303)
Deferred lease inducements		(12,578)	(12,338)	(11,511)	(10,684)	(9,857)	(9,030)	(8,203)	(7,376)	(6,549)	(5,722)	(4,895)
		<b>(5,289,158)</b>	<b>(5,568,092)</b>	<b>(5,858,080)</b>	<b>(5,966,840)</b>	<b>(5,863,809)</b>	<b>(5,772,046)</b>	<b>(5,682,441)</b>	<b>(5,712,723)</b>	<b>(5,686,336)</b>	<b>(5,528,817)</b>	<b>(5,521,615)</b>
<b>Net debt</b>		<b>(3,957,412)</b>	<b>(4,171,086)</b>	<b>(4,467,103)</b>	<b>(4,637,677)</b>	<b>(4,559,556)</b>	<b>(4,446,623)</b>	<b>(4,264,069)</b>	<b>(4,185,689)</b>	<b>(4,033,081)</b>	<b>(3,856,616)</b>	<b>(3,679,978)</b>
<b>Non-financial assets</b>												
Tangible capital assets		4,867,996	5,131,428	5,667,810	5,906,411	5,870,546	5,778,989	5,610,556	5,585,618	5,517,465	5,386,619	5,406,885
Supplies inventory		61,831	63,686	65,597	67,564	69,591	71,679	73,829	76,044	78,326	80,675	83,096
Prepaid expenses		11,657	12,007	12,367	12,738	13,120	13,514	13,919	14,337	14,767	15,210	15,666
		<b>4,941,484</b>	<b>5,207,120</b>	<b>5,745,774</b>	<b>5,986,713</b>	<b>5,953,257</b>	<b>5,864,182</b>	<b>5,698,304</b>	<b>5,675,999</b>	<b>5,610,557</b>	<b>5,482,505</b>	<b>5,505,647</b>
<b>Accumulated surplus<sup>1</sup></b>		<b>984,072</b>	<b>1,036,034</b>	<b>1,278,671</b>	<b>1,349,036</b>	<b>1,393,702</b>	<b>1,417,558</b>	<b>1,434,235</b>	<b>1,490,310</b>	<b>1,577,476</b>	<b>1,625,889</b>	<b>1,825,669</b>

<sup>1</sup> The Accumulated Surplus is derived under Public Sector Accounting Standards and does not represent cash available. A large driver of the increase in accumulated surplus is due to revenue from government transfers for funding capital investments. The related amortization expense, which is based on the useful life of the asset, will offset this increase in government transfers revenue over time.



**Table 2B : Consolidated Statement of Operations (No Development Fee)**  
(in thousands of dollars)

	Actual										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Revenue											
Taxation	825,670	836,342	854,801	873,570	892,201	911,571	931,698	952,631	974,393	997,032	1,020,583
Fuel tax	395,731	387,878	388,409	388,986	389,568	390,156	390,750	391,350	391,955	392,567	393,185
Property tax	324,496	339,332	355,882	372,678	389,323	406,683	424,790	443,676	463,374	483,922	505,354
Parking sales tax	67,033	70,387	71,443	72,515	73,602	74,706	75,827	76,964	78,119	79,291	80,480
Hydro levy	20,450	20,745	21,067	21,391	21,708	22,025	22,331	22,641	22,945	23,252	23,564
Replacement tax	17,961	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000
Development fee											
Transit	541,589	565,906	594,617	620,941	647,146	669,099	692,047	713,866	736,470	757,552	778,837
Fares	522,285	545,554	573,866	599,783	625,573	647,101	669,618	690,997	713,151	733,775	754,593
Other transit	19,304	20,352	20,751	21,158	21,573	21,998	22,429	22,869	23,319	23,777	24,244
Government transfers	240,533	159,488	390,954	244,121	174,627	157,876	146,621	172,318	175,104	109,072	234,908
Golden Ears Bridge tolling	52,116	55,744	57,866	60,072	62,366	64,751	67,231	69,810	72,492	75,281	78,181
Investment income	40,567	48,288	48,098	46,433	50,905	56,648	59,514	63,367	70,825	74,710	77,769
Amortization of deferred concessionaire credit	23,337	23,337	23,273	23,273	23,273	23,273	23,273	23,273	23,273	23,337	23,273
Miscellaneous revenue	6,351	5,464	5,396	5,479	5,377	5,401	5,502	5,604	5,679	5,785	5,893
Sub Total Continuing Operations Revenue	1,730,162	1,694,549	1,975,006	1,873,890	1,855,596	1,888,684	1,925,886	2,000,869	2,058,237	2,042,769	2,219,445
Gain on disposal	422,183	(323)									
<b>Total Revenue (PSAB)</b>	<b>2,152,345</b>	<b>1,694,227</b>	<b>1,975,006</b>	<b>1,873,890</b>	<b>1,855,596</b>	<b>1,888,684</b>	<b>1,925,886</b>	<b>2,000,869</b>	<b>2,058,237</b>	<b>2,042,769</b>	<b>2,219,445</b>
Expenditures											
Bus division	656,540	691,290	721,924	747,148	774,521	795,781	816,887	836,784	856,990	875,599	894,115
Corporate	73,277	101,158	98,499	98,104	97,387	99,395	101,334	103,424	105,441	107,615	109,715
Rail division	265,941	300,010	308,439	323,730	334,910	343,441	350,261	356,913	362,293	367,361	374,752
Roads and bridges	52,455	116,786	144,216	133,440	80,260	81,752	82,442	84,065	85,953	87,952	89,675
Transit Police	33,758	36,922	37,458	38,147	38,910	39,688	40,482	41,292	42,117	42,960	43,819
Amortization of tangible capital assets*	181,663	200,442	232,048	265,207	278,002	285,751	293,470	289,045	277,615	271,069	267,686
Interest*	172,705	176,367	187,127	196,417	206,941	216,943	223,258	233,271	240,662	239,726	238,828
Sub Total Continuing Operations Expenditures	1,436,340	1,622,975	1,729,711	1,802,193	1,810,930	1,862,752	1,908,134	1,944,794	1,971,071	1,992,282	2,018,589
Corporate - onetime expenditures	47,609	19,290	2,658	1,333		2,075	1,075			2,075	1,075
<b>Total Expenditures (PSAB)</b>	<b>1,483,949</b>	<b>1,642,265</b>	<b>1,732,369</b>	<b>1,803,526</b>	<b>1,810,930</b>	<b>1,864,827</b>	<b>1,909,209</b>	<b>1,944,794</b>	<b>1,971,071</b>	<b>1,994,357</b>	<b>2,019,664</b>
<b>Surplus (Deficit) for the period (PSAB)</b>	<b>668,396</b>	<b>51,962</b>	<b>242,637</b>	<b>70,365</b>	<b>44,666</b>	<b>23,857</b>	<b>16,676</b>	<b>56,076</b>	<b>87,166</b>	<b>48,413</b>	<b>199,780</b>
<b>Accumulated Surplus<sup>1</sup>, beginning of the year</b>	<b>315,676</b>	<b>984,072</b>	<b>1,036,034</b>	<b>1,278,671</b>	<b>1,349,036</b>	<b>1,393,702</b>	<b>1,417,558</b>	<b>1,434,235</b>	<b>1,490,310</b>	<b>1,577,476</b>	<b>1,625,889</b>
<b>Accumulated Surplus<sup>1</sup>, end of the year</b>	<b>984,072</b>	<b>1,036,034</b>	<b>1,278,671</b>	<b>1,349,036</b>	<b>1,393,702</b>	<b>1,417,558</b>	<b>1,434,235</b>	<b>1,490,310</b>	<b>1,577,476</b>	<b>1,625,889</b>	<b>1,825,669</b>

<sup>1</sup> The Accumulated Surplus is derived under Public Sector Accounting Standards and does not represent cash available. A large driver of the increase in accumulated surplus is due to revenue from government transfers for funding capital investments. The related amortization expense, which is based on the useful life of the asset, will offset this increase in government transfers revenue over time.



**Table 3B : Consolidated Statement of Cash Flows (No Development Fee)**  
(in thousands of dollars)

	Actual										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
For the years ending 31 Dec.											
<b>Cash provided by (used for):</b>											
<b>Operating transactions:</b>											
<b>Surplus for the year</b>	668,396	51,982	242,637	70,365	44,666	23,857	16,676	56,076	87,166	48,413	199,780
Non-cash changes to operations:											
Amortization of capital assets	181,663	200,442	232,048	285,207	278,002	285,751	283,470	289,045	277,615	271,069	267,686
Amortization of bond issue costs	576	(34)	(100)	(279)	(261)	(613)	(634)	(646)	(577)	(736)	(786)
Amortization of debt issue costs	193	-	-	-	-	-	-	-	-	-	-
Amortization of Deferred Concessionaire credits	(23,337)	(23,337)	(23,273)	(23,273)	(23,273)	(23,337)	(23,273)	(23,273)	(23,273)	(23,337)	(23,273)
Amortization of deferred government transfers	(196,945)	(140,241)	(371,727)	(224,894)	(155,400)	(138,649)	(127,394)	(153,091)	(155,877)	(89,845)	(215,681)
Government transfers revenue - asset received	(23,261)	-	-	-	-	-	-	-	-	-	-
Write-down of capital assets/deferred lease inducements	(221)	(190)	(827)	(827)	(827)	(827)	(827)	(827)	(827)	(827)	(827)
Gain on disposal of Real Estate	(422,183)	323	-	-	-	-	-	-	-	-	-
Net change in contractor liability	66,633	67,838	67,838	67,447	66,931	66,279	65,480	64,524	63,395	62,083	60,571
Loan Receivables interest - transfer from restricted fund	-	(6,884)	(6,536)	(5,275)	(3,988)	(2,673)	(1,330)	-	-	-	-
<b>Non-cash changes to operations</b>	<b>(483,516)</b>	<b>96,722</b>	<b>(102,578)</b>	<b>78,105</b>	<b>161,184</b>	<b>185,931</b>	<b>205,491</b>	<b>175,732</b>	<b>160,455</b>	<b>218,407</b>	<b>87,690</b>
<b>Changes in non-cash operating working capital</b>	<b>(538,298)</b>	<b>10,525</b>	<b>10,791</b>	<b>11,922</b>	<b>12,806</b>	<b>13,120</b>	<b>13,356</b>	<b>13,538</b>	<b>13,618</b>	<b>13,325</b>	<b>12,964</b>
	<b>(153,417)</b>	<b>159,209</b>	<b>150,850</b>	<b>160,392</b>	<b>218,656</b>	<b>222,908</b>	<b>235,523</b>	<b>245,345</b>	<b>261,239</b>	<b>280,145</b>	<b>300,434</b>
<b>Capital transactions:</b>											
Net Proceed/(Purchase) for Real Estate Transactions	432,924	(323)	46,551	131,449	56,000	56,000	-	-	-	-	-
Purchase of capital assets (excluding MRN)	(421,886)	(463,873)	(768,431)	(503,808)	(242,137)	(194,194)	(125,036)	(284,107)	(209,461)	(140,224)	(287,952)
	<b>11,038</b>	<b>(464,196)</b>	<b>(721,880)</b>	<b>(372,359)</b>	<b>(186,137)</b>	<b>(138,194)</b>	<b>(125,036)</b>	<b>(284,107)</b>	<b>(209,461)</b>	<b>(140,224)</b>	<b>(287,952)</b>
<b>Investing transactions:</b>											
(Increase)/decrease in Self-administered sinking fund	-	(41,955)	(54,323)	(65,229)	(26,054)	(77,553)	(94,093)	(90,569)	(98,793)	24,373	(97,239)
(Increase)/decrease in Cash- restricted Intra	(3,286)	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Decrease/(increase) in debt reserve fund deposits	1,358	2,105	3,205	1,367	(700)	2,004	2,508	(608)	1,800	1,362	10,739
	<b>(1,928)</b>	<b>(29,850)</b>	<b>(41,118)</b>	<b>(53,862)</b>	<b>(16,754)</b>	<b>(65,549)</b>	<b>(71,585)</b>	<b>(81,177)</b>	<b>(86,983)</b>	<b>35,735</b>	<b>(76,499)</b>
<b>Financing transactions:</b>											
Short-term borrowing	120,000	-	-	-	-	-	-	-	-	-	-
Bonds issued	150,000	313,360	304,332	295,115	160,302	127,822	114,987	193,535	106,991	98,782	118,521
Premium on financing	24,021	-	-	-	-	-	-	-	-	-	-
Sinking Funds Maturities	-	129,535	138,800	50,000	50,000	66,200	80,000	-	65,000	-	280,000
Sinking Fund interest	(29,915)	(29,820)	(27,981)	(24,646)	(24,981)	(27,513)	(26,843)	(25,331)	(27,602)	(26,717)	(28,918)
Sinking Fund payments	(63,341)	(53,266)	(44,012)	(36,357)	(34,700)	(34,700)	(32,698)	(30,278)	(30,278)	(28,313)	(28,313)
Golden East Bridge contractor liability payment	(1,892)	(71,578)	(73,018)	(74,477)	(75,977)	(77,594)	(79,046)	(80,632)	(82,252)	(83,888)	(85,568)
Government transfers received for capital additions	6,925	208,230	456,388	135,071	41,953	26,436	25,698	86,714	119,349	59,144	187,687
Short-term debt repayments	-	(7,094)	(14,672)	(23,058)	(28,598)	(33,366)	(30,976)	(26,767)	(22,893)	(21,560)	(21,463)
Bonds matured	-	(131,940)	(14,266)	(52,529)	(52,593)	(68,869)	(82,727)	(2,797)	(67,868)	(132,941)	(260,000)
Payments received for Land Reserve net to unrestricted	-	457	2,712	4,026	5,313	6,373	7,507	-	-	-	-
	<b>205,798</b>	<b>357,865</b>	<b>601,263</b>	<b>273,145</b>	<b>(9,079)</b>	<b>(14,901)</b>	<b>(23,096)</b>	<b>114,445</b>	<b>60,446</b>	<b>(135,483)</b>	<b>141,916</b>
<b>Increase/(decrease) in cash</b>	<b>61,491</b>	<b>23,046</b>	<b>(10,885)</b>	<b>7,316</b>	<b>6,685</b>	<b>4,264</b>	<b>15,804</b>	<b>14,506</b>	<b>25,230</b>	<b>40,173</b>	<b>77,899</b>
<b>Cash, beginning of period</b>	<b>271,862</b>	<b>333,353</b>	<b>356,399</b>	<b>345,514</b>	<b>352,830</b>	<b>359,515</b>	<b>363,779</b>	<b>379,583</b>	<b>394,089</b>	<b>419,319</b>	<b>459,492</b>
<b>Cash, end of period</b>	<b>333,353</b>	<b>356,399</b>	<b>345,514</b>	<b>352,830</b>	<b>359,515</b>	<b>363,779</b>	<b>379,583</b>	<b>394,089</b>	<b>419,319</b>	<b>459,492</b>	<b>537,392</b>





**Table 4B - Projected Borrowing Compared to Borrowing Limit and Select Financial Ratios (No Development Fee)**  
(in millions of dollars)

Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Opening Gross Direct Borrowing	2,827	3,040	3,214	3,363	3,582	3,661	3,687	3,851	3,866	3,810
Adjustments	-	-	-	-	-	-	-	-	-	-
Retirements/Other	(81)	(139)	(156)	(76)	(81)	(103)	(30)	(91)	(155)	(302)
Short term borrowings	120	-	-	-	-	-	-	-	-	-
Borrowing in Yr - Capital	174	313	304	295	160	128	194	107	99	119
Closing Gross Direct Borrowing	3,040	3,214	3,363	3,582	3,661	3,686	3,851	3,866	3,810	3,626
Less: Sinking funds	(857)	(840)	(917)	(1,002)	(1,076)	(1,139)	(1,286)	(1,377)	(1,408)	(1,282)
Less: Debt Reserve Funds	(35)	(33)	(30)	(28)	(27)	(25)	(25)	(23)	(22)	(11)
Closing Net Direct Borrowing	2,148	2,329	2,493	2,637	2,583	2,523	2,540	2,466	2,380	2,332
Deferred Concessionaire credits	549	526	502	479	433	409	386	363	339	316
Golden Ears Bridge contractor liability	1,049	1,044	1,039	1,032	1,012	998	962	963	941	916
Closing Net Borrowing	3,746	3,899	4,034	4,148	4,027	3,931	3,908	3,792	3,661	3,565
<b>Established Borrowing Limit - Gross Direct Debt</b>	<b>3,500</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>
<b>Reconciliation of Borrowing During Year to Annual Capital Expenditures:</b>										
Capital Expenditures (including WRN)	146	652	988	605	270	221	291	237	169	317
Less: Sr Gov't Contributions	(2)	(332)	(584)	(156)	(43)	(26)	(87)	(119)	(59)	(188)
Less: Other Contributions	-	(6)	(100)	(154)	(66)	(67)	(11)	(11)	(11)	(11)
Net Expenditures	144	313	304	295	160	128	194	107	99	119
Add: Gross-up for Debt Reserve Fund	-	-	-	-	-	-	-	-	-	-
Net Borrowing amount for capital	144	313	304	295	160	128	194	107	99	119



**Table 5B: Capital Cash Flows - Projects Approved and Proposed (No Development Fee)**  
(in thousands of dollars)

	Actual 2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2017-2026 Total
<b>CAPITAL</b>												
<b>Projects Approved or Underway</b>												
<b>Bus</b>	450,964	345,597	285,392	43,408	-	-	-	-	-	-	-	674,397
Equipment	-	4,013	35,022	15,000	-	-	-	-	-	-	-	54,034
Facilities	-	6,757	14,980	2,650	1,400	3,800	2,555	3,155	2,450	2,855	2,451	43,052
Infrastructure	-	27,906	61,212	24,791	13,204	3,700	1,200	1,200	1,200	1,200	1,200	127,113
Exchange	-	2,372	6,448	9,075	3,700	3,700	1,200	1,200	1,200	1,200	1,200	31,295
TOH	-	1,551	1,316	4,000	12,127	12,716	18,732	12,103	12,090	13,070	16,909	100,614
Other	-	500	3,750	4,000	-	-	-	-	-	-	-	8,250
Applications	-	1,079	18	-	-	-	-	-	-	-	-	1,097
Technology	-	-	62,351	16,343	24,389	1,141	-	81,705	120,318	67,561	206,905	582,743
Vehicles	-	4,797	79,744	59,448	-	-	-	4,579	12,686	478	13,091	143,989
Conventional Bus	-	-	3,534	9,173	433	11,857	13,054	4,579	12,686	478	13,091	68,884
Community Shuttle	-	-	3,060	-	-	-	-	-	-	-	-	3,060
Expansion	-	-	5,730	6,231	6,367	6,495	6,624	6,757	6,892	7,030	9,501	61,628
Replace	-	-	2,851	2,237	-	-	-	-	-	-	-	5,088
Expansion	-	-	-	-	-	-	-	-	-	-	-	-
Seabus	-	827	3,381	1,570	4,060	1,470	1,540	2,210	2,090	1,420	1,040	19,608
Non-Revenue	-	49,802	283,424	150,519	65,681	41,179	43,705	111,708	157,726	93,614	253,097	1,250,454
<b>Subtotal Bus</b>	-	49,802	283,424	150,519	65,681	41,179	43,705	111,708	157,726	93,614	253,097	1,250,454
<b>Rail</b>												
Equipment	-	14,684	48,012	14,163	21,842	16,285	6,685	-	-	-	-	121,671
Facilities	-	2,930	25,250	2,250	1,250	1,750	2,500	2,500	-	-	-	38,430
Infrastructure	-	15,852	31,917	20,600	20,450	10,000	-	-	-	-	-	98,819
Stations	-	1,716	17,434	23,650	6,697	6,697	-	-	-	-	-	49,498
Wayside	-	47,027	51,092	41,500	23,333	21,980	17,766	16,954	16,330	27,930	16,330	280,242
Other	-	-	3,240	-	-	-	-	-	-	-	-	3,240
Applications	-	1,418	10,577	606	1,100	600	100	600	100	600	100	45,802
Other	-	-	905	500	625	1,780	765	405	405	225	225	5,205
Non-Revenue	-	-	-	4,200	10,080	19,000	28,900	107,600	16,950	-	-	186,730
SkyTrain	-	35,367	3,607	86,873	3,753	-	-	-	-	-	-	101,600
Canada Line	-	44,000	44,000	-	-	-	-	-	-	-	-	88,000
Expansion	-	-	-	1,500	1,500	1,500	1,500	1,500	-	-	-	7,500
Replace	-	10,500	10,500	-	-	-	-	-	-	-	-	21,000
Expansion	-	-	-	-	-	-	-	-	-	-	-	-
West Coast Express	-	-	-	-	-	-	-	-	-	-	-	-
Expansion	-	173,495	246,535	167,842	90,630	71,115	59,231	129,919	33,785	28,530	16,655	1,017,738
<b>Subtotal Rail</b>	-	173,495	246,535	167,842	90,630	71,115	59,231	129,919	33,785	28,530	16,655	1,017,738
<b>Corporate</b>												
Equipment	-	1,121	3,930	-	-	-	-	-	-	-	-	5,051
Facilities	-	-	150	-	-	-	-	-	-	-	-	150
Infrastructure	-	1,621	1,621	5,000	5,000	5,000	5,000	5,000	-	-	-	23,241
Technology	-	8,417	6,993	5,500	4,000	4,000	-	-	-	-	-	28,910
Applications	-	4,050	4,185	-	-	-	-	-	-	-	-	8,235
Infrastructure	-	-	7,200	15,400	15,700	15,900	16,100	16,200	16,600	16,800	17,200	137,100
Technology	-	601	250	115	-	-	-	280	350	280	-	1,991
Other	-	-	-	-	-	-	-	-	-	-	-	-
Non-Revenue	-	15,810	24,328	21,015	24,815	24,900	21,100	21,480	16,950	17,080	17,200	204,678
<b>Subtotal Corporate</b>	-	15,810	24,328	21,015	24,815	24,900	21,100	21,480	16,950	17,080	17,200	204,678
<b>TL Roads &amp; Bridges</b>												
Infrastructure	-	-	1,000	5,000	5,000	-	-	-	-	-	-	11,000
Bridges	-	-	1,000	-	-	-	-	-	-	-	-	1,000
Patullo	-	-	2,000	-	-	-	-	-	-	-	-	2,000
Other	-	3,241	5,367	5,622	1,250	1,000	1,000	1,000	1,000	1,000	1,000	21,500
BikeProgram	-	-	-	-	-	-	-	-	-	-	-	-
Walking Program	-	3,241	9,367	10,622	6,250	1,000	1,000	1,000	1,000	1,000	1,000	35,500
<b>Subtotal Roads &amp; Bridges</b>	-	3,241	9,367	10,622	6,250	1,000	1,000	1,000	1,000	1,000	1,000	35,500
<b>Capital Gross Cost</b>	450,964	587,945	849,066	383,406	187,376	138,194	125,036	264,107	209,461	140,224	287,952	3,182,767





**Table 6B - Transit Service Levels (No Development Fee)**

	<i>Actual/</i>										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
<b>Conventional Transit</b>											
<i>(thousands of service hours)</i>											
Conventional Bus	4,250	4,378	4,508	4,558	4,612	4,612	4,612	4,612	4,612	4,612	4,612
Community Shuttle	590	618	645	645	645	645	645	645	645	645	645
West Vancouver Conventional Bus	132	139	142	142	142	142	142	142	142	142	142
SkyTrain Expo and Millennium Lines	1,129	1,336	1,373	1,417	1,434	1,434	1,434	1,434	1,434	1,434	1,434
SkyTrain Canada Line	196	204	210	224	246	260	268	268	268	268	268
SeaBus	11	12	12	13	14	14	14	14	14	14	14
West Coast Express	40	38	38	40	42	42	42	42	42	42	42
<b>Total Conventional Transit</b>	<b>6,349</b>	<b>6,724</b>	<b>6,929</b>	<b>7,041</b>	<b>7,136</b>	<b>7,150</b>	<b>7,158</b>	<b>7,158</b>	<b>7,158</b>	<b>7,158</b>	<b>7,158</b>

	<i>Actuals</i>										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
<b>Custom Transit Trips</b>											
<i>(thousands of trips)</i>											
HandyDART	1,095	1,185	1,233	1,233	1,233	1,233	1,233	1,233	1,233	1,233	1,233
Taxi Supplement	132	102	102	102	102	102	102	102	102	102	102
Total Custom Trips	1,227	1,287	1,335	1,335	1,335	1,335	1,335	1,335	1,335	1,335	1,335



**Table 7B - TransLink Financial Policies & Indicators (No Development Fee)**  
(in millions of dollars)

	Actual										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Closing Gross Direct Borrowing (<\$4.0 Bn)	3,040	3,214	3,363	3,582	3,661	3,686	3,687	3,851	3,866	3,810	3,626
Net Debt (Closing Net Borrowing) <sup>1</sup>	3,746	3,899	4,034	4,148	4,108	4,027	3,931	3,908	3,792	3,661	3,565
Net Debt / Operating Revenues <300%	259%	263%	263%	263%	253%	241%	229%	222%	210%	197%	187%
Gross Interest / Operating Revenues <20%	12%	12%	12%	12%	13%	13%	13%	13%	13%	13%	13%
Net Debt per capita <sup>4</sup> <\$2,000	1,474	1,512	1,542	1,564	1,527	1,476	1,421	1,394	1,335	1,272	1,223
Accumulated Funding Resources (AFR) <sup>2</sup>	333	356	346	353	360	364	380	394	419	459	537
AFR as a percentage of Total Funding Requirements <sup>3</sup>	24%	24%	23%	22%	22%	21%	22%	22%	23%	25%	29%

1 Includes TransLink's Direct Debt, net of sinking funds and debt reserve deposits

2: AFR = Unrestricted Cash & Investments

3: Funding Requirements = Total Expenses (excluding Depreciation and Capital funding to Municipalities) + Debt Service costs

4: Includes all Direct and Indirect Debt





