

**TransLink Board of Directors  
Mayors' Council on Regional Transportation**

**JOINT PUBLIC MEETING AGENDA**

**Revised: June 25, 2018**

**June 28, 2018, 10:15AM to 12:30PM**

TransLink, Room 427/428, 400 – 287 Nelson's Court, New Westminster, BC

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**CO-CHAIRS:**

Mayor Derek Corrigan, Chair, Mayors' Council on Regional Transportation  
Lorraine Cunningham, Chair, TransLink Board of Directors

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Joint Discussion – Chaired by Mayor Corrigan

- 10:15AM**      **1. PRELIMINARY MATTERS**
- 1.1. Call to order
  - 1.2. Adoption of agenda ..... Page **1**
  - 1.3. Approval of Minutes (May 24, 2018) ..... **2**
- 10:25AM**      **2. PUBLIC DELEGATES..... ORAL**
- Order of agenda items varied:**
- 10:50AM**      **3. REPORT OF THE JOINT FINANCE COMMITTEE**
- Report added:**      **3.1. Phase Two Plan (2018-2027 Investment Plan) ..... 10**

Mayors' Council Motions – Chaired by Mayor Corrigan

- 11:25AM**      **4. MAYORS' COUNCIL MOTIONS**
- 4.1. Approval of Fare Increases Beyond Targeted Fares..... **10**

TransLink Board Motions – Chaired by Lorraine Cunningham

- 11:30AM**      **5. TRANSLINK BOARD MOTIONS**
- 5.1. Approval of Phase Two Plan (2018-2027 Investment Plan)..... **10**

Mayors' Council Motions – Chaired by Mayor Corrigan

- 11:35AM**      **6. MAYORS' COUNCIL MOTIONS**
- 6.1. Approval of Phase Two Plan (2018-2027 Investment Plan)..... **10**

Joint Discussion – Chaired by Lorraine Cunningham

**11:50AM**      **7. REPORT OF THE JOINT PLANNING COMMITTEE**  
                    **7.1. Regional Transportation Strategy ..... 331**

TransLink Board Motions – Chaired by Lorraine Cunningham

**12:00PM**      **8. TRANSLINK BOARD MOTIONS**  
                    **8.1. Adoption of the existing Regional Transportation Strategy..... 331**

Mayors’ Council Motions – Chaired by Mayor Corrigan

**12:05PM**      **9. MAYORS’ COUNCIL MOTIONS**  
                    **9.1. Adoption of the existing Regional Transportation Strategy..... 331**

Mayors’ Council Discussion – Chaired by Mayor Corrigan

**12:15PM**      **10. NOTICE OF MOTION ..... 377**

Joint Discussion – Chaired by Mayor Corrigan

**12:30PM**      **11. ADJOURN**

**JOINT MEETING OF THE MAYORS' COUNCIL ON REGIONAL TRANSPORTATION  
AND TRANS LINK BOARD OF DIRECTORS  
PUBLIC MEETING MINUTES**

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Minutes of the Joint Public Meeting of the Mayors' Council on Regional Transportation (Mayors' Council) and TransLink Board of Directors (Board) held on Thursday, May 24, 2018 at 10:48 a.m. in Rooms 427/428, TransLink Offices, 287 Nelson's Court, New Westminster, BC.

**PRESENT:**

**Mayors' Council on Regional Transportation**

Mayor Derek Corrigan, Burnaby, Chair  
Mayor Richard Walton, North Vancouver  
District, Vice-Chair (departed 11:55 a.m.)  
Mayor Wayne Baldwin, White Rock  
Mayor John Becker, Pitt Meadows  
Mayor Malcolm Brodie, Richmond  
Mayor Karl Buhr, Lions Bay  
Councillor Craig Cameron, West Vancouver  
(alternate)  
Mayor Mike Clay, Port Moody  
Mayor Jonathan Coté, New Westminster  
(departed 11:55 a.m.)  
Mayor Ralph Drew, Belcarra  
Mayor Jack Froese, Langley Township  
Director Maria Harris, Electoral Area A

Mayor Lois Jackson, Delta  
Mayor Linda Hepner, Surrey  
Councillor Raymond Louie, Vancouver  
(alternate)  
Councillor Alison Morse, Bowen Island  
(alternate)  
Mayor Darrell Mussatto, North Vancouver City  
(departed 11:55 a.m.)  
Mayor Nicole Read, Maple Ridge  
(departed 11:55 a.m.)  
Mayor Ted Schaffer, Langley City  
Mayor Richard Stewart, Coquitlam  
Chief Bryce Williams, Tsawwassen First Nation  
(departed 11:55 a.m.)

**TransLink Board of Directors**

Lorraine Cunningham, Chair  
Larry Beasley  
Karen Horcher  
Murray Dinwoodie

Tony Gugliotta  
Richard Walton  
Derek Corrigan

**REGRETS:**

**Mayors' Council on Regional Transportation**

Mayor John McEwen, Anmore

Mayor Greg Moore, Port Coquitlam

**TransLink Board of Directors**

Sarah Clark

Anne Giardini

**ALSO PRESENT:**

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat  
Geoff Cross, Vice-President, Transportation Planning and Policy, TransLink  
Kevin Desmond, Chief Executive Officer, TransLink

**PREPARATION OF MINUTES:**

Rae Ratslef, Recording Secretary, Raincoast Ventures Ltd.

## **1. Preliminary Matters**

### **1.1 Call to Order**

Co-Chair Corrigan called the meeting to order at 10:49 a.m. Due notice having been given and a quorum being present, the meeting was properly constituted.

### **1.2 Adoption of Agenda**

*Draft Agenda for the May 24, 2018 Joint Public Meeting of the TransLink Board of Directors and Mayors' Council on Regional Transportation, version dated May 17, 2018, was provided with the agenda material.*

#### **It was MOVED and SECONDED**

That the Mayors' Council on Regional Transportation and TransLink Board of Directors adopts the agenda for the Joint Public meeting of the Mayors' Council on Regional Transportation and the TransLink Board of Directors scheduled May 24, 2018, version dated May 17, 2018, as circulated.

**CARRIED**

## **2. Report of the Joint Mobility Pricing Steering Committee**

Joint Mobility Pricing Steering Committee Co-Chair Coté commented on the Mayors' Council decision to form the Mobility Pricing Independent Commission (MPIC), and referenced its work over the last 10 months.

### **2.1 Final Report of the Mobility Pricing Independent Commission**

*"Metro Vancouver Mobility Pricing Study: Findings and Recommendations of the Mobility Pricing Independent Commission for an Effective, Fair and Affordable Mobility Pricing Policy" dated May 2018, was provided on-table.*

MPIC Chair Allan Seckel and Vice-Chair Joy MacPhail joined the meeting for consideration of this item.

Mr. Seckel referred to MPIC's findings about peoples' frustrations around travel times and the unpredictability of transit, and its learnings about how other areas have addressed these issues. MPIC's Final Report provides 13 principles for mobility pricing, four illustrative concepts of the implementation of a decongestion charge, and describes next steps to carry on the work.

With reference to a displayed overhead presentation, Mr. Seckel highlighted:

- MPIC's Final Report – Metro Vancouver Mobility Pricing Study
- Suggestion that mobility pricing can reduce congestion, be fair for all, and allow us to improve transportation
- Illustrative concepts for a regional congestion point charge with charge points at or close to some or all of the regionally important crossings; and a distance-based charge with two or more zones with varying charge rates throughout Metro Vancouver
- Principles for mobility pricing relative to: congestion, fairness, support investment, and other considerations
- Recommended next steps, including a feasibility study, policy development, implementation and operation.

## 2.2 Committee Review of the Mobility Pricing Independent Commission Final Report and Next Steps

*Briefing Package on Release of the Final Report of the Mobility Pricing Independent Commission, dated May 24, 2018, was provided with the agenda material.*

Committee Co-Chair Jonathan Coté expressed appreciation to MPIC for its work, and commented that MPIC has done a good job of considering its mandate and producing a thought-provoking report. The work of MPIC to engage the public was acknowledged, noting that major themes emerging from consultation included: increasing concern about congestion; the lack of reliability of the transportation system; and public discomfort with the concept of mobility pricing.

Committee Co-Chair Coté acknowledged that a number of issues had been identified with regard to the MPIC Final Report. In order to address congestion there is need to look at appropriate pricing; however, a lot of work is needed on the equity and fairness of the affordability question. There is also need for more work on the potential elimination of the gas tax and other taxes that are not as directly related to transportation; further consideration to innovative trends in transportation; and efforts to gain the trust and confidence of the public so that when we talk about a tax shift and reducing other costs, we are seen as genuine.

Committee Co-Chair Coté concluded with note that there will not be mobility pricing in Metro Vancouver in the next several years, but that over the next 5-10 years there will be significant strains on the system and pressures to invest. A lot more work is needed before TransLink or the Province are in a position to move forward; however, the MPIC Final Report provides a strong roadmap of next steps and research.

Geoff Cross, Vice-President, Transportation Planning and Policy, TransLink, called attention to the finding that there is no single policy that would be as effective as some form of mobility pricing to address regional objectives relative to congestion.

In response to questions, Mr. Seckel and Ms. MacPhail provided information regarding:

- MPIC's Final Report provides a strong starting point for carrying out further work on affordability, equity and accountability
- MPIC staff are willing to continue the work to carry out those studies in the next year
- Clarification that TransLink's modeling was used in determining projections, which includes improvements to infrastructure as per the Mayors' Council Vision, but not what would happen with autonomous vehicles
- Shift in views and priorities that occurred during the course of the public consultation
- Expectation that after implementation of mobility pricing there will be a 3% shift from cars to transit, and as such, caution against overbuilding transit
- Regardless of whether there is mobility pricing, the goal is always to ensure transit is as equitably distributed as possible
- Recognition that every jurisdiction is unique in its geography and traffic patterns
- MPIC focused on the principles of what others applied and how those principles might work in Metro Vancouver
- Implications of mobility pricing for various Metro Vancouver bridges
- Significant start up and capital costs associated with implementing mobility pricing

In discussion comments were offered regarding:

- Need for a collaborative approach involving all levels of government and TransLink
- Suggestion of the need for a non-partisan approach
- The value proposition is time back in people's lives and predictability of traffic movement
- Need to consider the implications of emerging technologies
- Need for more education of the public around the importance of decongestion
- Appreciation for the fullness, richness, balance and readability of MPIC's Final Report
- View that the better educated governments and the public are, the easier the transition to mobility pricing will be
- Suggestion that there is need to resolve transit equity in the eastern part of the region before mobility pricing is contemplated
- Need to consider how to mitigate impacts of mobility pricing on families that do not have a choice other than their vehicle, particularly for the outer fringes of the region.

Co-Chair Corrigan acknowledged the independence of the MPIC Final Report, and the interest of many others in the future direction.

### **3. Mayors' Council Motions**

#### **3.1 Committee Review of the Mobility Pricing Independent Commission Final Report and Next Steps**

##### **Main Motion**

##### **It was MOVED and SECONDED**

That the Mayors' Council on Regional Transportation:

- 1) Receive the Mobility Pricing Independent Commission (MPIC) final report entitled "Metro Vancouver Mobility Pricing Study: Findings and Recommendations of the Mobility Pricing Independent Commission for an Effective, Fair and Affordable Mobility Pricing Policy" dated May 2018;
- 2) Confirm that the MPIC has satisfied its mandate and key requirements, as outlined in its terms of reference dated June 30, 2017;
- 3) Direct staff, in consultation with the Joint Planning Committee, to undertake additional work, research and engagement to further explore key issues and questions related to mobility pricing in connection with other regional transportation challenges as outlined in this report, before any decisions can be made on whether to consider mobility pricing further; and
- 4) Direct staff to forward a copy of the MPIC's final report to the Metro Vancouver Board of Directors, Provincial Government, and Federal Government for information.

##### **Amendment to the Main Motion**

##### **It was MOVED and SECONDED**

That the Main Motion be amended in clause (3) to replace "Joint Planning Committee" with "Mayors' Council, TransLink Board of Directors, and subcommittees."

**CARRIED**

**Question** was then called on the Main Motion as amended and it was

**CARRIED**

#### **Change in Chair**

Co-Chair Cunningham assumed the Chair.

#### **4. TransLink Board Motions**

##### **4.1 Committee Review of the Mobility Pricing Independent Commission Final Report and Next Steps**

#### **It was MOVED and SECONDED**

That the TransLink Board of Directors:

- 1) Receive the Mobility Pricing Independent Commission (MPIC) final report entitled “Metro Vancouver Mobility Pricing Study: Findings and Recommendations of the Mobility Pricing Independent Commission for an Effective, Fair and Affordable Mobility Pricing Policy” dated May 2018;
- 2) Confirm that the MPIC has satisfied its mandate and key requirements, as outlined in its terms of reference dated June 30, 2017;
- 3) Direct staff, with the Mayors’ Council, TransLink Board of Directors, and subcommittees, to undertake additional work, research and engagement to further explore key issues and questions related to mobility pricing in connection with other regional transportation challenges as outlined in this report, before any decisions can be made on whether to consider mobility pricing further; and
- 4) Direct staff to forward a copy of the MPIC’s final report to the Metro Vancouver Board of Directors, Provincial Government, and Federal Government for information.

**CARRIED**

Mayors Coté, Mussatto, Read, and Walton, and Chief Williams departed the meeting at 11:55 a.m.

#### **Change in Chair**

Co-Chair Corrigan assumed the Chair.

#### **5. Report of the Joint Finance Committee**

##### **5.1 Report on the Phase Two Plan Consultation**

*Report dated May 17, 2018, from Geoff Cross, Vice-President, Transportation Planning and Policy, TransLink, regarding “Item 5.1/6.1/7.1 – Report on the Phase Two Plan Consultation”, was provided with the agenda material.*

With reference to an overhead presentation, Mr. Cross offered highlights of the consultation summary report based on the consultation held April 30-May 11, 2018.

#### **Change in Chair**

Co-Chair Cunningham assumed the Chair.

**6. TransLink Board Motions**  
**6.1 Report on the Phase Two Plan Consultation**

**It was MOVED and SECONDED**

That the TransLink Board of Directors:

- 1) Receive the report; and
- 2) Direct that the final Phase Two Plan document proceed with the proposed transportation investments and funding sources, consistent with the results of public consultation.

**CARRIED**

**Change in Chair**

Chair Corrigan assumed the Chair.

**7. Mayors' Council Motions**  
**7.1 Report on the Phase Two Plan Consultation**

**It was MOVED and SECONDED**

That the Mayors' Council on Regional Transportation:

- 1) Receive the report; and
- 2) Direct that the final Phase Two Plan document proceed with the proposed transportation investments and funding sources, consistent with the results of public consultation.

**CARRIED**

**8. Public Delegates**  
**8.1 Grant Lee Chaka Weeks, Community Action Network**

Mr. Chaka Weeks advised that the Community Action Network (CAN) is seeking transit affordability measures, such as transit affordability targets for children and youth aged 0-18 years, and a sliding scale bus pass. These measures would better allow individuals to widen their job searches, access community amenities, and improve interdependency between regions.

**8.2 Georgia Brown and Viveca Ellis, Single Mothers' Alliance of BC**

Ms. Ellis advised that legislation and a robust poverty reduction plan for the Province would be released in September 2018. The Single Mothers Alliance of BC is seeking free transit for children and youth aged 0–18 years, and for the implementation of a low-income sliding scale transit pass fare similar to what has been implemented in Calgary AB. Ms. Brown also advised that she is advocating for low transit fares for First Nations, all Indigenous tribes, all single parents and youth, special needs, low-income residents, and grandmothers.

**8.3 Elaine Jaltema and Ms. Leonard**

Ms. Jaltema advised that her comments were made as an individual, and not as a Burnaby School Board employee. She asked for consideration of ways to make it easier for teachers to take students on field trips, noting that one of the biggest barriers is the cost. Ms. Jaltema asked that TransLink consider making it easier for teachers to use transit, including free transit for youth and/or free transit for groups of children (even by application).



Ms. Leonard referred to a 2009 attempt to implement a transit field trip system, noting that the ask now is far greater: free transit for children and youth aged 0-18 years; and low income fares for the poor and the working poor (as in Calgary AB). She spoke against the practice of issuing fines to the most vulnerable riders, including teens raised in poverty/working poverty conditions who cannot afford transit.

**8.4 Helesia Luke**

Ms. Luke referred to a coalition of 100 provincial and regional organizations that every November releases the child poverty report card. Ms. Luke asked for consideration of the access needs of low-income people, including development of a plan to provide free public transit for children and youth aged 0-18 years, and to immediately stop fining minors for fare evasion. Mr. Luke suggested consideration of a discounted fare system similar to that in Calgary AB, and encouraged a further look at the negative implications of distance based pricing.

**9. Adjourn**

**It was MOVED and SECONDED**

That the Joint Public meeting of the Mayors' Council on Regional Transportation and TransLink Board of Directors held May 24, 2018, be now terminated.

**CARRIED**

(Time: 12:27 p.m.)

Certified Correct:

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Mayor Derek Corrigan, Chair  
Mayors' Council on Regional Transportation

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Lorraine Cunningham, Chair  
TransLink Board of Directors

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Gigi Chen-Kuo, Corporate Secretary  
TransLink

**TO:** TransLink Board of Directors  
Mayors' Council on Regional Transportation

**FROM:** Kevin Desmond, CEO, TransLink  
Mike Buda, Executive Director, Mayors' Council Secretariat

**DATE:** June 25, 2018

**SUBJECT:** **Phase Two Plan (2018-27 Investment Plan)**

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**PROPOSED RESOLUTIONS:**

1. That the Mayors' Council on Regional Transportation approve TransLink's application, attached as **Annex A** to this June 25, 2018 report titled "Phase Two Plan (2018-27 Investment Plan)," for a "supplementary fare increase", meaning an increase in the short term fare for revenue transit service that will be greater than the targeted fare as defined in the *South Coast British Columbia Transportation Authority Act*;
  2. That the TransLink Board of Directors:
    - a. Approve the "Phase Two Plan (2018-2027 Investment Plan)", attached as **Annex B** to the June 25, 2018 report titled "Phase Two Plan (2018-27 Investment Plan)",
    - b. Provide the "Phase Two Plan (2018-2027 Investment Plan)", and the associated bylaws and resolutions in relation to revenue measures and borrowing limits, attached as **Annex C** to the June 25, 2018 report titled "Phase Two Plan (2018-27 Investment Plan)", to the Mayors' Council on Regional Transportation, and
    - c. Receive this report;
  3. That the TransLink Mayors' Council on Regional Transportation:
    - a. Approve the "Phase Two Plan (2018-2027 Investment Plan)", attached as **Annex B** to the June 25, 2018 report titled "Phase Two Plan (2018-27 Investment Plan)", and
    - b. Receive this report.
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**PURPOSE:**

The purpose of this report is to seek approval from the TransLink Board and Mayors' Council for the Phase Two Plan (2018-2027 Investment Plan), pursuant to the requirements of the *South Coast British Columbia Transportation Authority Act (SCBCTA Act)*.

**BACKGROUND:**

The preparation of investment plans must be guided by TransLink's long-term strategy (the Regional Transportation Strategy, or RTS), and must identify planned services and investments for a 10 year period, as well as how those services and investments will be funded. Under the *SCBCTA Act*, the TransLink Board is responsible for preparing the investment plan, which is then provided to the Mayors' Council for approval. After both bodies have approved the investment plan, it will serve as TransLink's strategic plan for the applicable years, until a new investment plan is approved.

In June 2014, the Mayors' Council developed the 10-Year Vision for Metro Vancouver Transit and

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Transportation (10-Year Vision). The 10-Year Vision identified investments and policies to advance the goals identified in the RTS. The Board has endorsed the 10-Year Vision as the blueprint to guide the development of TransLink investment plans.

In 2016, the TransLink Board and Mayors' Council approved the Phase One Plan (2017-2026 Investment Plan), and then in July 2017 an Update to Phase One (2017-2026 Investment Plan), which funded the first phase of investments in the 10-Year Vision. Through 2017 and 2018, the Board and Mayors' Council have been working collaboratively to develop the Phase Two Plan (2018-2027 Investment Plan). The Phase Two Plan comes during a period of record ridership growth and represents the largest singular transportation expansion plan in the region's history.

At their April 20, 2018 meeting, the Mayors' Council received an application from TransLink for short term fare increases in the Phase Two Plan beyond the "targeted fares" defined in the *SCBCTA Act*. Per section 223 of the *SCBCTA Act*, within 90 days of receiving the application, the Mayors' Council must reach a decision; within 15 days of reaching a decision, the Mayors' Council must publish a report on the TransLink website setting out the decision and the reason for that decision. The 90-day window for a decision by the Mayors' Council will end on July 19, 2018. The 15-day window for a report from the Mayors' Council on their decision will end on August 3, 2018.

From April 30 to May 11, 2018, TransLink consulted with the public on the proposed transportation investments and funding sources, including the short-term fare increases, for the Phase Two Plan. At their May 24, 2018 meeting, the TransLink Board of Directors and Mayors' Council received a report about public consultation on the Phase Two Plan and directed staff to proceed to develop the final Phase Two Plan.

#### **DISCUSSION:**

The Phase Two Plan identifies the transportation services, initiatives, and major capital projects the authority plans to engage in, as well as the funding required for these investments from 2018 to 2027. The Phase Two Plan has been prepared to meet the requirements of the *SCBCTA Act*. The Phase Two Plan document is included in Annex B, and the following paragraphs summarize the main contents:

#### **Transportation Investments in the Phase Two Plan**

The Phase Two Plan funds TransLink's existing transportation services and capital program, as well as significant expansion of the regional transportation system, including the following new investments:

- Construction and operation of the Surrey-Newton-Guildford Line.
- Construction and operation of the Millennium Line Broadway Extension.
- Modernization of Expo-Millennium Line infrastructure.
- An 8% increase to bus service and a 7% increase to HandyDART service across the region.
- 108 new Expo-Millennium cars to increase service.
- 2 new B-Lines and new cost-sharing for B-Line or Better infrastructure, regional bus speed and reliability infrastructure.
- Improvements to sidewalks and bikeways.
- Upgrades to major roads, including seismic retrofits.
- Project development and early works for the Surrey-Langley Line.
- Planning, with partners, for a potential gondola to SFU Burnaby campus and rapid transit to UBC Point Grey campus.

## **Funding the Phase Two Plan**

In total, the Phase Two Plan sets out funding for \$10.5 billion for capital investments, \$15.1 billion for operating investments, and \$2.5 billion for financing costs from 2018 to 2027. Of this total, the following funding in the Phase Two Plan is for expansion for the regional transportation system: \$6.4 billion for capital investments, \$856 million for operating investments, and \$361 million for financing costs from 2018 to 2027.

The Phase Two Plan includes \$2.0 billion funding from the Government of Canada and \$2.5 billion from the Government of British Columbia towards the capital costs of new transit services and transportation infrastructure. To complete the regional share of funding for these new projects and programs, the Phase Two Plan includes the following changes to TransLink funding:

- Transit fare increase: an increase to transit fares in 2020 and 2021 (10 to 15 cents on a single fare, 50 cents to \$1 on a monthly pass), in addition to increases approved in the Phase One Plan
- Parking rights tax increase: a 3% increase to the parking sales tax beginning in 2019, which will require legislative amendments
- Property tax increase: an increase to property taxes beginning in 2019, estimated at \$5.50 per average household, in addition to increases approved in the Phase One Plan
- Development cost charge (DCC): an increase in annual revenues generated by the Development Cost Charge (DCC) for transit
- Commercial revenues: collection of new commercial revenues (retail, filming, fibre optics) around SkyTrain infrastructure

The Government of British Columbia has also committed to enable new regional revenue capacity of at least \$30 million per year beginning in 2019.

## **Fare Increases Beyond Targeted Fares**

The Phase Two Plan includes increases to short term fare products beyond targeted fares to complete the regional share of funding for the new transit services and transportation infrastructure. Per the requirements of the *SCBCTA Act*, in order for the TransLink Board and Mayors' Council to approve the Phase Two Plan, the Mayors' Council would also need to approve TransLink's application for the increases to short term fare products beyond the targeted fares. Should the Mayors' Council choose not to approve TransLink's application, the Phase Two Plan would no longer be fully funded and would not meet the requirements of the *SCBCTA Act* for investment plans.

### ***Consultation***

During public consultation on the Phase Two Plan, TransLink found that residents generally supported using the fare increases to fund the transit expansion and new transportation infrastructure proposed in the Phase Two Plan, although some also expressed concerns about affordability and reduced transit ridership. Detailed results of the public consultation were provided to the Mayors' Council on May 24, 2018.

Other than the comments received through the Phase Two Plan public consultation, TransLink did not receive any correspondence from the public specifically about the proposed short term fare increase during the statutory 30-day public comment period.

### ***Statutory report***

Based on the previous direction provided by the Mayors' Council, as well as the results of public consultation on the Phase Two Plan, staff have prepared a preliminary draft of a report setting out the rationale for approval of increases to short term fare products beyond targeted fares. This report is attached as Annex A. Should the Mayors' Council choose to approve TransLink's application for fare increases beyond the targeted fares, this report will be updated to provide a record of the Mayors' Council decision and will be published on the TransLink website.

### **Development Cost Charge**

In May 2018, the provincial government passed legislation enabling TransLink to levy a new region-wide development cost charge (DCC) to fund certain types of transit and regional transportation capital projects related to growth. The Phase Two Plan includes an increase in DCC revenue on the average of \$7.5 million annually.

#### ***List of Eligible Projects (Phase Two Plan Appendix D)***

The new legislation requires that an investment plan include a list of all projects eligible to be funded by this DCC, as well as the capital costs required to fund the eligible projects in each year of the Plan, and the amount the authority expects to collect from the DCC in each year. The project list in Appendix D of the Plan is consistent with the eligibility outlined in the legislation<sup>1</sup> and in TransLink's own DCC framework, which was first approved by the Board and Mayors' Council in December 2017. The list includes all eligible projects; specific expenditures will be confirmed through TransLink's annual capital planning process.

#### ***Revised Framework and Rates***

In March 2018, the Mayors' Council directed that an additional \$7.5 million per year (for a total of \$29 million per year) be generated from the DCC. A revised framework has been prepared in light of the new legislation, the higher revenue target, and direction from the Joint Finance Committee on outstanding issues (see Annex D). Management will be seeking TransLink Board and Mayors' Council approval of the revised framework at an upcoming meeting. Following the process to review, approve, and adopt the DCC bylaws, DCC collections are anticipated to commence on January 15, 2020.

The DCC revenue forecasts shown in the Phase Two Plan are based on the draft DCC bylaws included in Annex C and a target of \$29 million per year (in 2020 dollars), including 2.4% per year inflation, but remain subject to final approval of the DCC bylaws, including rates, and inflationary index.

#### ***Consultation***

TransLink received comments on the Plan through various public and stakeholder consultation activities, including consultation with municipal and provincial partners and elected officials. During the public and stakeholder consultation period for the Phase Two Plan, Metro Vancouver residents expressed general support for the new transit and transportation improvements and funding sources. Throughout the development of the Plan, TransLink responded to additional comments from stakeholders, elected officials, provincial staff. TransLink has also updated all figures in plan document to be in year of expenditure dollars, instead of 2017 dollars

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<sup>1</sup> The development cost charges may not be used to fund capital costs related to motor vehicles (other than ferries), vehicles capable of being propelled by muscular power, or parking facilities.

Per the *SCBCTA Act*, TransLink also consulted with Metro Vancouver Regional District (MVRD) on the Phase Two Plan alignment with Regional Growth Strategy and the Mayors' Council consulted with MVRD on a proposed increase to the TransLink borrowing limit to fund investments in the Plan. The MVRD Board provided two letters to the Mayors' Council, affirming that the Phase Two Plan aligns with the Regional Growth Strategy, and in support of raising TransLink's borrowing limit. These are shown in Annex E.

### **Project Partnership Agreements**

The Mayors' Council 10-Year Vision called for Project Partnership Agreements to be developed for major projects, to help realize the full benefits. During the development of the 2018-2027 (Phase Two) Investment Plan, TransLink, in collaboration with municipal staff, defined three phases of the Project Partnership Agreements for Surrey-Newton Guildford Line and Millennium Broadway Line Extension rapid transit projects:

- Memorandum of Understanding (completed)
- Supportive Policies and Contribution Agreements (for approval with Phase Two Plan)
- Master Agreement (will be completed prior to project procurement)

The Supportive Policies and Contribution Agreements are between TransLink and the City of Surrey and City of Vancouver respectively and are being brought forward by the time of funding decisions as prescribed in the Vision. The Supportive Policies and Contribution Agreements between the City of Surrey and TransLink, and the City of Vancouver and TransLink can be found in Annex F.

### **Risk Assessment**

The Phase Two Plan anticipates a significant level of new funding from senior government. An assessment of the risks associated with this funding is summarized below.

#### ***Revenue Shortfall Scenario***

The Phase Two Plan contemplates revenue from two sources that require enabling legislation from the provincial government:

- An increase to the parking tax that is anticipated to generate \$10 million per year in additional revenue beginning in 2019,
- A new funding source that is anticipated to generate \$30 million per year in additional revenue beginning in 2019.

The provincial government has committed to advancing these funding sources by 2019. However, if the enabling legislation is delayed or not passed and those funding sources cannot be implemented on the anticipated timelines, 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 in the Phase Two Plan would need to be deferred. To fulfill the requirements of the *SCBCTA Act* that the investment plan include funding only from "established funding resources, and funding resources accumulated from previous years, and borrowing within established borrowing limits", the Phase Two Plan includes schedules for both funding scenarios:

- Appendix A provides summary schedules assuming that all funding sources for the Phase Two Plan are implemented by 2019.

- Appendix B provides summary schedules assuming that the parking tax increase and new funding source are not implemented by 2019, and to the extent that this is not offset by greater than anticipated revenues from other sources.

In the event that any of the new funding is enabled slower than anticipated, TransLink will be able to accommodate scenarios between Appendix A and B. There will be a number of plan implementation decisions that align with the scheduled revenue increase timelines, which could be considered for potential adjustments:

- B-Line infrastructure design and consultation
- RFP for new 40-foot, 60-foot and HandyDART buses for expanded services
- RFP for new SkyTrain cars
- Confirming the 2020 cost-sharing programs for upgrades to the Major Road Network, cycling, and walking infrastructure

### ***Capital Contribution Scenario***

The Expo-Millennium Line Upgrade Program (EMUP) is a \$2 billion program of which \$1.3 billion is funded through the Phase Two Plan for the modernization and upgrades of existing stations, fleet, power, maintenance, storage and control systems to accommodate rail service expansion. EMUP is still awaiting review and approval by senior government. During this time TransLink will seek to mitigate any financial risk by working closely with senior governments and the Board and Mayors' Council to stay on the critical path, including activities needed to support MLBE opening.

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## ANNEX A: Proposed Fare Increases Beyond Targeted Fares in Phase Two Plan

*This annex is a draft of the Mayors' Council report that would be publicly posted on the TransLink website per the requirements of Section 223 of the South Coast British Columbia Transportation Authority Act should the Mayors' Council approve the short term fare increases in the Phase Two Plan.*

### **Notification of Decision on TransLink's Application of April 20, 2018 for an Increase in Short Term Fares in the Phase Two Plan Pursuant to Section 223 of the *South Coast British Columbia Transportation Authority Act*.**

The Mayors' Council has reached a decision on TransLink's application of April 20, 2018 for an increase to short term fares in the Phase Two Plan beyond the targeted fares in the *South Coast British Columbia Transportation Authority Act (SCBCTA Act)*. This memorandum provides the decision and summarizes the reasons behind it.

#### **1. Application**

TransLink applied on April 20, 2018 for Mayors' Council approval of short term fare increases in the Phase Two Plan beyond the targeted fares for short term fare products established in the *SCBCTA Act*. The "targeted fares" are defined in the *SCBCTA Act* as the transit fare rates from April 2008, increased by 2% per year, compounded annually.

The application proposed increases to both short term and non-short term fare products in 2020 and 2021, on top of the fare increases approved in the Phase One Plan. The table below summarizes the incremental fare increases proposed:

*Annual incremental fare increases proposed in Phase Two Plan, compared to Phase One Plan approved fares*

Fare product		2018-19	2020	2021	2022-27	Total increase over Phase One Plan fares	
Conventional transit	Adult	Cash	-	\$0.10	\$0.05	-	<b>\$0.15</b>
		Stored Value*	-	\$0.10	\$0.05	-	<b>\$0.15</b>
		DayPass	-	-	\$0.25	-	<b>\$0.25</b>
		Monthly Pass*	-	-	\$1.00	-	<b>\$1.00</b>
	Concession	Cash	-	\$0.05	\$0.05	-	<b>\$0.10</b>
		Stored Value*	-	\$0.05	\$0.05	-	<b>\$0.10</b>
		DayPass	-	-	\$0.25	-	<b>\$0.25</b>
	Monthly Pass*	-	-	\$0.50	-	<b>\$0.50</b>	
Custom transit	Cash	-	\$0.10	\$0.05	-	<b>\$0.15</b>	
	Stored Value*	-	\$0.10	\$0.05	-	<b>\$0.15</b>	
	Monthly Pass*	-	-	\$1.00	-	<b>\$1.00</b>	
West Coast Express	Cash	-	-	-	-	-	
	Stored Value*	-	-	-	-	-	
	Monthly Pass*	-	-	-	-	-	

\*Discounted or non-short term fare products (i.e., not subject to "targeted fares" as defined in the *SCBCTA Act*)

The Phase One Plan included gradual fare increases so that some fare products would eventually meet targeted fares. Because the Phase Two Plan fare increases are incremental to Phase One Plan approved fares, this would result in some conventional and custom transit short term fare products exceeding the targeted fares in the next ten years:

- Cash fares would increase 10 to 15 cents above targeted fares;
- DayPasses would increase 25 cents above targeted fares;
- West Coast Express short term fare products would not exceed targeted fares.

## 2. Decision

The Mayors' Council has decided to approve TransLink's application of April 20, 2018 for short term fare increases in the Phase Two Plan beyond the targeted rates established in the *SCBCTA Act*.

## 3. Process followed

The main events preceding the decision are summarized in the table at the end of this document.

## 4. Considerations and Findings

The considerations taken into account by the Mayors' Council in reaching a decision on TransLink's application are outlined below.

### ***Considerations for transportation services and capital programs***

- **Delivering transportation services and capital programs to meet the needs of the region**  
The Phase Two Plan maintains the existing regional transportation system in a state of good repair, as well as delivers the second phase of transportation services and capital programs in the 10-Year Vision. The 10-Year Vision was developed by the Mayors' Council to meet the transportation needs of the region, especially as the population and economy continue to expand rapidly; it has been endorsed by the TransLink Board of Directors, as well as broadly supported by community, environmental, labour, and business stakeholders.

The fare increases are part of several new or increased funding sources for the Phase Two Plan. The federal and provincial governments have committed to an unprecedented amount of funding for the expansion of the regional transportation system in the Phase Two Plan. Along with revenues from increases to the property tax, parking tax, and development cost charge, the revenues from the fare increases will complete the region's share of funding for the Phase Two Plan.

- **Making progress towards the goals of the Regional Transportation Strategy**  
Implementation of the Phase Two Plan will enable the region to make progress towards the broader social, economic, and environmental goals of the Regional Transportation Strategy and Regional Growth Strategy.

### ***Considerations for affordability***

- **Design of fare increases**  
The proposed increases are small and gradual, and have been timed to coincide with the start date of transit improvements. Discounted fares will continue to be available to customers who use the Compass card and through other programs. TransLink has forecasted that the proposed fare increases in the Phase Two Plan will increase the average fare paid per transit journey in 2027 by 2% compared to the fares approved in the Phase One Plan.
- **Implementation of fare increases**  
Actual fare increases will continue to be reviewed and approved by the TransLink Board each year before they are implemented. Furthermore, TransLink is currently developing recommendations for making the transit fare structure simple, fair, and affordable through the

Transit Fare Review. Once the Transit Fare Review is completed, the fare rates proposed in the Phase Two Plan will be updated to reflect any recommended improvements to the transit fare structure.

- **Comparison with other cities' fare levels**

With the proposed fare increases in the Phase Two Plan:

- By 2021, a youth or senior would pay \$59.50 for unlimited travel across the region on a monthly pass (an increase of \$6.50 compared to January 2018), and an adult would pay \$105 to \$189 for a monthly pass, depending on the number of zones (an increase of \$12 to \$17 compared to January 2018). These prices are comparable to those of similar transit passes in Toronto and Montreal today.
- By 2021, a youth or senior who takes transit only a few times a month on weekday evenings or weekends would pay \$2.15 for a trip of any distance with a Compass card (an increase of 35 cents compared to January 2018), and an adult would pay \$2.70 for a trip of any distance with a Compass Card (an increase of 50 cents compared to January 2018). During those times, people may travel anywhere in the TransLink service region on a one-zone transit fare – a much farther distance than is possible for that price in other regions in Canada.

### ***Considerations for financial stability***

- **Impact on transit ridership**

TransLink has forecasted that with the fare increases in the Phase Two Plan, annual transit ridership is expected to grow from 252 million annual journeys in 2018 to 316 million annual journeys in 2027, an increase of 25% over ten years. The high level of forecast ridership growth is primarily due to the significant level of transit expansion to be implemented in the Phase Two Plan. TransLink has forecasted that if fares were maintained at the approved rates in the Phase One Plan instead, transit ridership would be about 0.3% higher over the next ten years.

- **Impact on TransLink revenues**

TransLink has estimated that the fare increases in the Phase Two Plan would generate \$104 million more transit revenue from 2018 through 2027 than would the Phase One Plan fare increases alone. The additional transit revenue would make up 1.4% of the total transit fare revenue over the 10-year plan period.

- **Cost recovery ratio**

The cost recovery ratio is the percentage of direct operating costs covered by all transit revenues, including fare revenues. TransLink's cost recovery ratio has declined slightly from 56.1% in 2013 to 55.8% in 2017, mainly due to additional service costs associated with the Evergreen Extension. TransLink has forecasted that with the proposed fare increases in the Phase Two Plan, the cost recovery ratio will average 56.2% from 2018 to 2027.

- **TransLink financial policies and revenue risks**

The proposed fare increases combined with the other new or increased funding sources in the Phase Two Plan will allow TransLink to deliver significant new transit services and transportation infrastructure while maintaining financial strength and meeting its financial policies. Financial and sustainability metrics are maintained throughout the full Phase Two Plan period (2018 to

2027). This includes maintaining accumulated funding resources that provide resiliency against risks, such as volatility in fuel tax revenues.

### ***Public opinion on proposed fare increases***

As part of the public consultation on the Phase Two Plan, TransLink conducted both a public consultation survey and an independent survey. The public consultation survey was open to all members of the public, while the independent survey was given to a random sample of residents. In total, 2,738 public surveys were completed and 2,000 adults in the Metro Vancouver region were polled through the independent survey. Both the public consultation survey and independent survey included a question about the proposed fare increases in the Phase Two Plan.

Both surveys showed that residents generally supported using the fare increases to fund transit expansion and new transportation infrastructure in the Phase Two Plan, although some also expressed concerns about affordability and reduced transit ridership. Detailed results of the public consultation were provided to the Mayors' Council on May 24, 2018 and are available on the TransLink website.

Other than the comments received through the consultation surveys, TransLink did not receive any correspondence directly addressing the proposed short term fare increase during the statutory 30-day public comment period.

## **5. Summary**

The *SCBCTA Act* obliges the Mayors' Council to bear in mind four policy objectives in reaching a decision. They are to:

- (a) Maintain the financial stability of TransLink;
- (b) Enable it to provide services and capital programs set out in its strategic plan and long-term strategy
- (c) Encourage it to minimize expenses without adversely affecting safety or reduction the ability to provide the transportation services, pursue the capital projects and meet the other requirements of the requirements referred to in (b),
- (d) Keep short-term fares as low as is reasonably possible in light of the requirements of (a), (b), and (c).

In making this decision, the Mayors' Council has endeavored to set TransLink on course to meet these goals, each to a reasonable degree.

However, this decision to approve TransLink's application does not change the need to establish sustainable funding sources for the regional transportation system. On the contrary, it emphasizes the urgent need for all levels of government to collaborate on establishing new, sustainable funding sources for the regional transportation system in order to avoid further fare increases that would result in an undue burden on transit users.

*Key milestones in regional transportation funding*

<b>2014</b>	
June	Mayors' Council develops the 10-Year Vision. Mayors' Council proposes carbon tax and mobility pricing as preferred new funding sources for the 10-Year Vision, as well as land value capture as a supporting new funding source.
December	Mayors' Council and Province agree to a regional plebiscite on increasing the provincial sales tax by 0.5% to fund the 10-Year Vision.
<b>2015</b>	
July	Plebiscite to increase the provincial sales tax does not pass.
November	Mayors' Council develops "fair-share" funding framework for cost-sharing between region, provincial and federal governments.
<b>2016</b>	
March	Federal government announces Public Transit Infrastructure Fund (PTIF) which provides short-term funding of \$3.4 billion across Canada, to accelerate investments in the rehabilitation of transit systems, new capital projects, and planning and studies for future transit expansion.
June	Federal government commits \$370 million for Phase One of the 10-Year Vision through the PTIF Program. Provincial government commits funding to Phase One of the 10-Year Vision.
September	Mayors' Council proposes regional funding sources for Phase One of the 10-Year Vision: TK. The public provides input on Phase One of the 10-Year Vision during the consultation period.
November	TransLink Board and Mayors' Council approve the Phase One Plan.
<b>2017</b>	
March	Federal government allocates approximately \$2.2 billion to building rapid transit projects in Metro Vancouver, through the continuation of the PTIF Program.
July	TransLink Board and Mayors' Council approve an update to the Phase One Plan, to accelerate the purchase of 28 SkyTrain cars to meet stronger than anticipated ridership growth.
September	Provincial government commits funding to Phase Two of the 10-Year Vision.
<b>2018</b>	

March	Provincial government removes plebiscite requirement for new transportation funding sources.
April	<p>Mayors' Council proposes regional funding sources for Phase Two of the 10-Year Vision, including: TK.</p> <p><b>TransLink submits application for short term fare increases beyond targeted rates and posts it on the Mayors' Council website. Statutory 30-day public comment period begins.</b></p> <p>The public provides input on Phase Two of the 10-Year Vision during the consultation period.</p>
May	<p>Provincial government passes legislation enabling TransLink to levy a development cost charge for certain types of eligible projects.</p> <p><b>Statutory 30-day public comment period on application for short term fare increases ends.</b></p>
June	Phase Two Plan submitted to Mayors' Council and TransLink Board of Directors for approval.

# **ANNEX B: Phase Two Plan (2018-2027 Investment Plan)**



# Phase Two of the 10-Year Vision 2018 – 2027 INVESTMENT PLAN





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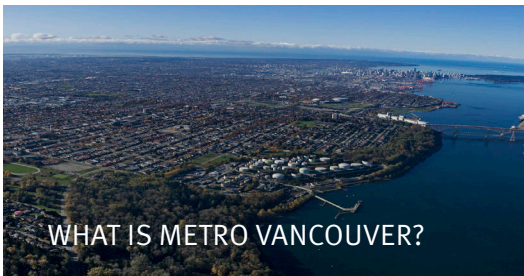
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Mayor, City of North Vancouver  
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Mayor, District of Maple Ridge  
Gregor Robertson  
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Mayor, District of West Vancouver  
Richard Stewart  
Mayor, City of Coquitlam  
Bryce Williams  
Chief, Tsawwassen First Nation

For the purpose of the *South Coast British Columbia Transportation Authority Act*, this document constitutes the investment plan prepared in 2017 and 2018 for the 2018-27 period. This document will serve as TransLink's strategic and financial plan beginning July 1, 2018, 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 planning, financing, and managing the regional transportation system to move people and goods. TransLink operates and maintains regional transit service and infrastructure, including bus, SkyTrain, SeaBus, HandyDART and West Coast Express, with the assistance of its operating subsidiaries and contractors. TransLink also owns and maintains five of the region’s bridges and shares responsibility for major regional roads and walking and cycling infrastructure with local governments. TransLink is the first transportation authority in North America to be responsible for planning, financing, and managing all public transit in addition to major regional roads, bridges, and cycling infrastructure.



### WHAT IS METRO VANCOUVER?

Under the SCBCTA Act, TransLink’s service region includes all of the areas located in the Metro 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 INVESTMENT PLANS

This investment plan, known as the “Phase Two Plan”, outlines TransLink revenues, expenditures, services, and initiatives for the years 2018 to 2027 (the Plan period). Over the course of 2017 and 2018, the TransLink Board of Directors and Mayors’ Council on Regional Transportation worked collaboratively with the region’s local governments and other partner agencies to guide the development of this investment plan.

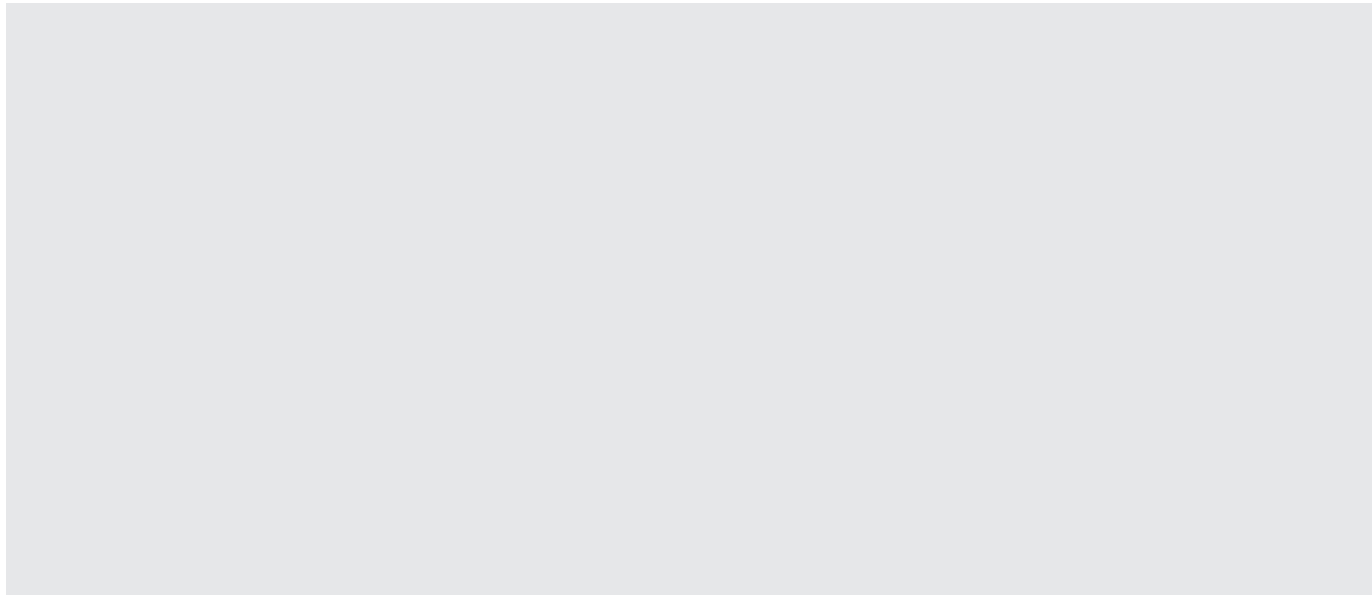
The *South Coast British Columbia Transportation Authority Act* (SCBCTA Act) requires TransLink to develop an investment plan that identifies planned transportation services, initiatives, and capital investments for the next ten years. In each year, planned expenditures must balance against established funding, revenues, and borrowing limits. The SCBCTA Act requires that TransLink updates its investment plan every three years or more frequently.

The TransLink Board of Directors is responsible for preparing the investment plan, and provides it to the Mayors’ Council on Regional Transportation for approval. After both governing bodies have approved the investment plan, it serves as TransLink’s strategic and financial plan for 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.



## **PHASE TWO PLAN EXECUTIVE SUMMARY**

Transportation is one of the most pressing issues affecting quality of life and the economy in Metro Vancouver. To address the transportation challenges of our region, the Mayors' Council on Regional Transportation developed a 10-Year Vision of the new transportation investments needed to keep our region moving over the next decade. These transportation investments will not only improve mobility for residents, but also make progress towards the broader social, economic, and environmental goals of our region's long-term transportation and regional growth strategies

In 2016, the TransLink Board and Mayors' Council approved the Phase One Plan, which funded the first phase of transportation improvements in the 10-Year Vision. The Phase One Plan included improvements to the transit system to reduce overcrowding and increase service quality so that people could travel across the region more quickly and conveniently. The Phase One Plan also provided new funding for roads, cycling, and walking infrastructure and project development for rapid transit expansion.

Building on the success and momentum of the Phase One Plan, the TransLink Board and Mayors' Council is proceeding with the Phase Two Plan, which funds the second phase of transportation improvements in the 10-Year Vision. The Phase Two Plan is an historic investment in transportation infrastructure and transit service in this region and will transform how people travel. The time is now to invest in our transportation system so that people across the region will have more convenient and sustainable transportation options, increased access to work and education opportunities, and improved quality of life in their communities.

## HIGHLIGHTS OF THE PHASE TWO PLAN

The Phase Two Plan funds the second phase of transportation improvements in the 10-Year Vision, including:

- construction and operation of the Surrey-Newton-Guildford Line (Light Rail Transit)
- construction and operation of the Millennium Line Broadway Extension
- modernization of Expo-Millennium Line infrastructure, including significant capacity and reliability upgrades to systems and stations, and additional SkyTrain cars for the Expo and Millennium lines to increase capacity and accommodate growth
- project development and potential early works for the Surrey-Langley Line (Light Rail Transit)
- a 7% increase in HandyDART service, 8% increase in bus service and 42% increase in rail service across the region
- two new B-Line routes, as well as transit priority and enhanced passenger amenities on other new B-Lines from the 10-Year Vision
- new funding to municipalities for upgrades to walking and cycling infrastructure, such as sidewalks and bikeways
- new funding to municipalities for upgrades to major roads, including seismic upgrades
- planning for a potential gondola to SFU Burnaby campus and rapid transit to UBC Point Grey campus

## FUNDING THE PHASE TWO PLAN

New, sustainable funding sources are required in order for our region to build and operate the transportation infrastructure that people will need both today and in the future.

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

The Phase Two Plan includes funding from all levels of government: federal, provincial, and regional.

The Government of Canada and Government of British Columbia have committed an unprecedented amount of funding to cost-share the new transportation investments in the Phase Two Plan.

TransLink has requested:

- \$2.0 billion from the Government of Canada for the capital costs of Phase Two projects, and
- \$2.5 billion from the Government of British Columbia for their commitment to contribute 40% of the capital costs of Phase Two projects.

With the availability of this new federal and provincial funding, the region has a chance to improve the transportation system at a significantly reduced burden to local taxpayers.

### *A balanced approach to regional funding*

To complete the regional share, the Mayors' Council proposes the following changes to regional funding for transportation:

- Transit fare increase: an increase to transit fares in 2020 and 2021 (10 to 15 cents on a single fare, 50 cents to \$1 on a monthly pass), in addition to increases approved in the Phase One Plan.
- Parking tax increase: a 3 percentage point increase to the parking tax beginning in 2019.
- Property tax increase: an increase to property taxes beginning in 2019, estimated at \$5.50 per average household.
- Development cost charge (DCC): an increase in annual revenues generated by the Development Cost Charge (DCC) for transit, with fee coming into effect in 2020.
- Commercial revenues: collection of new commercial revenues (retail, filming, fibre optics) around SkyTrain infrastructure.

The proposed changes are intended to be modest and balanced across Metro Vancouver residents, workers and visitors. The changes would affect transit users, drivers, property owners, and real estate developers. The revenue from the proposed changes would fund approximately 5% of the total new expenditures in the Phase Two Plan, or an average of \$43 million annually beginning in 2019. The Province of British Columbia will also enable a new funding capacity for TransLink equivalent to \$30 million per year.

## CONSULTATION ON THE PHASE TWO PLAN

TransLink received comments on the Plan through various public and stakeholder consultation activities, and by working closely with municipal and provincial partners and elected officials. Over 900 people attended the open houses, and more than 2,700 questionnaires were completed. In addition to the public consultation questionnaire, an independent research survey of a random sample of 2,000 Metro Vancouver adults was conducted by the external polling group, NRG.

Throughout the development of the Phase Two Plan TransLink also consulted separately on Phase One B-Lines, Area Transport Plans, Transit Fare Review, and the major rapid transit projects.

During the public and stakeholder consultation period for the Phase Two Plan, Metro Vancouver residents expressed general support for the new transit and transportation improvements and funding sources.

## OUTCOMES OF THE PHASE TWO PLAN

As a result of the investments in the Phase Two Plan, transit ridership is forecast to increase from 248 million journeys in 2017 to 316 million journeys in 2027. By 2027, people in the region will make an estimated 42 million more journeys per year by transit than they would without the Phase Two Plan investments. These increases in transit ridership will enable the region to make progress towards:

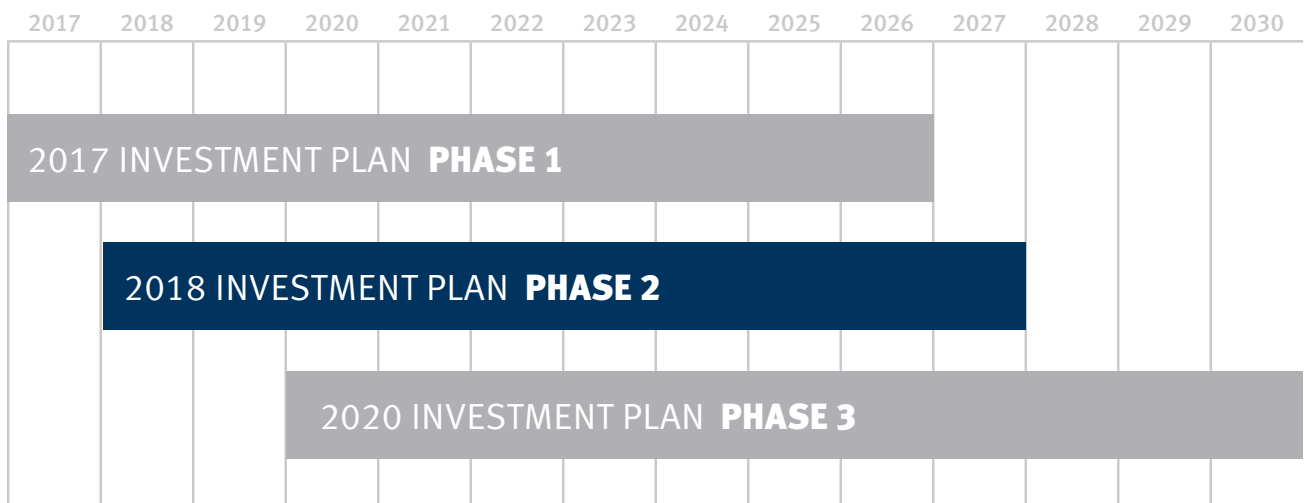
- Regional Growth Strategy and Regional Transportation Strategy objectives, including making half of all trips in this region by walking, cycling, and transit; and reducing the distances driven in this region by one-third,
- Meeting demand for transportation resulting from anticipated population growth in, and economic development of, the region,
- Provincial and regional environmental objectives, including air quality and greenhouse gas emission reduction objectives, and
- Provincial transportation and economic objectives.

2017 RIDERSHIP ACTUAL	2018 RIDERSHIP FORECAST	2027 RIDERSHIP FORECAST WITHOUT PHASE TWO	2027 RIDERSHIP FORECAST WITH PHASE TWO
<b>247.8 million</b>	<b>251.7 million</b>	<b>274.1 million</b>	<b>316.3 million</b>

## FUTURE INVESTMENT PLANS

While the Phase Two Plan is an unprecedented level of transit expansion in the history of our region, it does not include all of the projects in the entire 10-Year Vision. To complete the 10-Year Vision, TransLink passed the Phase One Plan which funded 10-Year Vision expansion projects primarily for the years 2017, 2018 and 2019. This Phase Two Plan would fund 10-Year Vision expansion projects primarily for the years 2020 and 2021.

TransLink anticipates developing a Phase Three Plan in the coming years, which would fund 10-Year Vision expansion projects for the remaining years of 2022-2026. This would include all the remaining bus, rail, walking, cycling, and road improvements in the 10-Year Vision, including construction and operation of the Surrey-Langley Line.





## WHAT IS THE MAYORS' COUNCIL ON REGIONAL TRANSPORTATION?

TransLink's 23-member Mayors' Council on Regional Transportation is made up of representatives from each of the 21 municipalities within the transportation service region, as well as Electoral Area 'A' (which includes the University of British Columbia and the University Endowment Lands) and the Tsawwassen First Nation. Together, members of the Mayors' Council collectively represent the viewpoints and interests of the citizens of the Metro Vancouver region as they develop and approve TransLink's investment plans and long-term strategies.

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## THE 10-YEAR VISION

Metro Vancouver is one of Canada's most diverse and livable regions. As the population and economy have grown over the last decade, however, demand for public transit has surged and traffic congestion on our roads has worsened. At the same time, the 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 not kept up with increased demand for transportation.

To address these challenges, the Mayors' Council on Regional Transportation outlined priority transportation improvements for the region in the 10-Year Vision. The 10-Year Vision reflects the consensus of local governments in Metro Vancouver and has been broadly supported by community, environmental, labour, and business stakeholders. In 2016, the Mayors' Council and the Government of British Columbia reached a funding agreement for Phase One of the 10-Year Vision. In collaboration with the Government of British Columbia, the Mayors' Council has now reached a funding agreement to advance Phase Two of the 10-Year Vision.

## LOOKING AHEAD – THE REGIONAL TRANSPORTATION STRATEGY

While we work to fund the remaining investments of the 10-Year Vision, we are also starting to consider the transportation investments and policies that our region will need in the medium- to long-term after the 10-Year Vision is completed.

The Regional Transportation Strategy (RTS) is the 30-year strategy for the region's multimodal transportation system. The projects and investments in the 10-Year Vision were designed to help achieve the goals and policies of the RTS, including: making half of all trips in this region by walking, cycling, and transit; and reducing the distances driven in this region by one-third.

TransLink updates the RTS every five years, as required by provincial legislation. The RTS will identify key priorities for what comes after the 10-Year Vision is completed.

## WHAT ABOUT PHASE ONE OF THE 10-YEAR VISION?

In just one year, TransLink has already delivered many of the transportation improvements in the Phase One Plan, including the largest increase in transit service in this region since 2010. Highlights from 2016 and 2017 include:

- More frequent service or other improvements on more than 60 different bus routes, including new bus service in Burke Mountain, Clayton Heights, Morgan Creek, and Silver Valley, as well as the new 95 B-Line on Hastings Street
- 85,000 additional trips available on HandyDART
- Increased service on the Expo Line, Millennium Line, and Canada Line
- More SeaBus service to provide sailings every 15 minutes, every day of the week
- \$13 million awarded to municipalities for improvements to major roads
- \$10 million awarded to municipalities for improvements to walking and cycling infrastructure

Along with the opening of the Evergreen Extension, this led to 407 million transit boardings in 2017 – the highest ever in this region. In fact, transit ridership grew more in Metro Vancouver than any other region in Canada and the United States in 2017.



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**1**

**NEW TRANSPORTATION  
INVESTMENTS IN THE  
PHASE TWO PLAN**

*NOTE: EXCEPT WHERE NOTED OTHERWISE,  
ALL FIGURES IN THIS SECTION ARE IN YEAR  
OF EXPENDITURE DOLLARS.*

The Phase Two Plan maintains the existing transportation system in a state of good repair and makes new investments in every mode of transportation – transit, roads, walking, and cycling. These new investments will accommodate future growth, transform how people travel in Metro Vancouver and will deliver infrastructure and services that have been anticipated in this region for decades. The Phase Two Plan will be a major step in meeting our region’s transportation needs, building on the success of investments made in the Phase One – especially as transit ridership continues to grow at record levels.

### ACCESS TRANSIT IMPROVEMENTS

TransLink’s Access Transit program improves the accessibility and experience of transit services for people with disabilities and seniors. 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

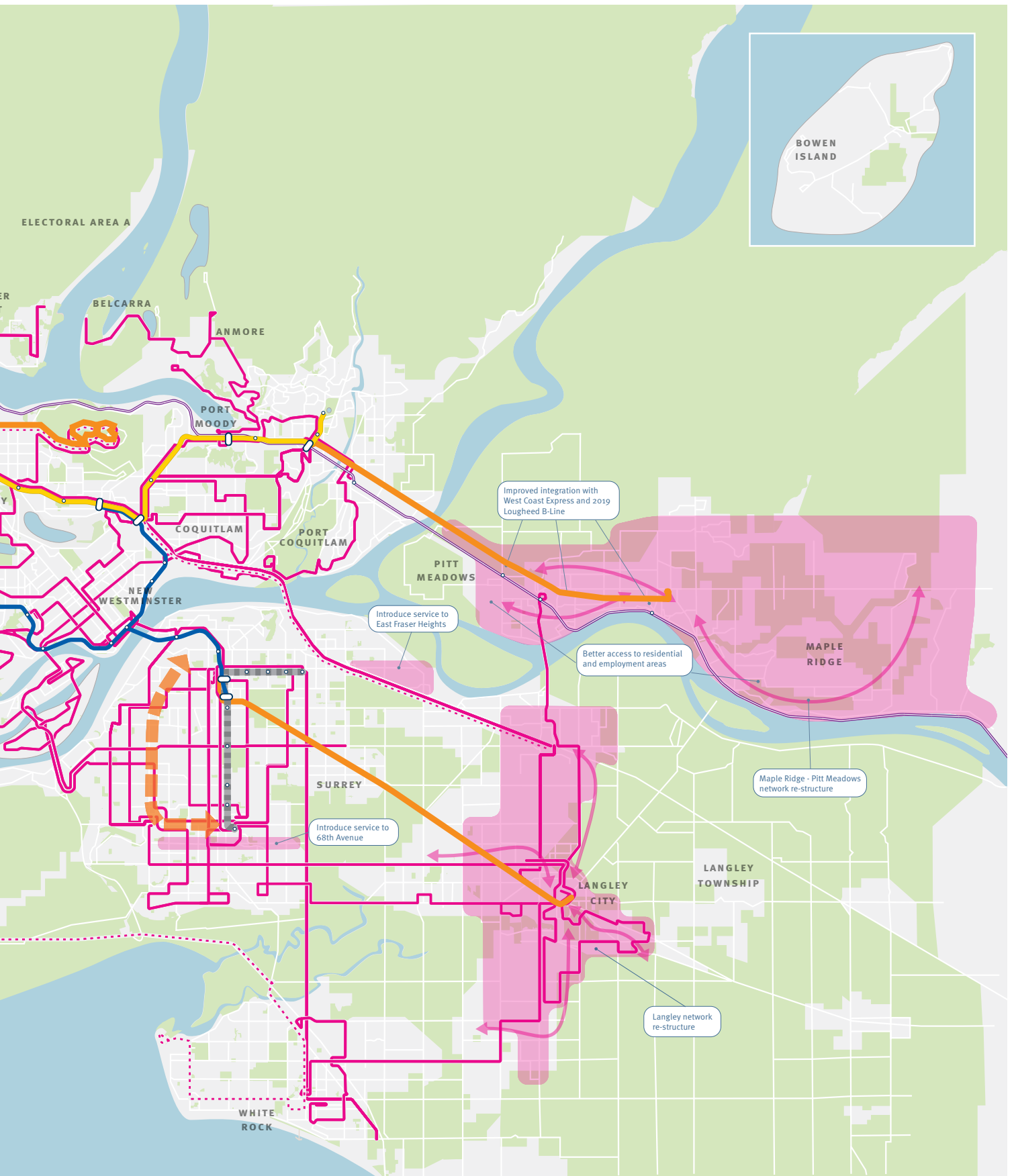
#### NEW SERVICE INVESTMENTS

- HandyDART service – page 11
- Stations, exchange and bus stop upgrades – page 21

#### NEW AND ONGOING ACCESS TRANSIT INITIATIVES

- Universally accessible transit implementation plan – page 21
- Modernize HandyDART service – page 21







## BUILDING NEW RAPID TRANSIT

New rapid transit lines will dramatically change how and where people in the region travel, and will accommodate new residents and new development in the region. The Phase Two Plan expands rapid transit across Metro Vancouver according to the priorities established in the 10-Year Vision. It completes the rapid transit early works investments begun in Phase One, including the Millennium Line Broadway Extension and the Surrey-Newton-Guildford Line. These new rapid transit lines will significantly increase mobility and livability in the region.

	Investments already funded in Phase One	New investments funded in Phase Two
<b>MAJOR RAPID TRANSIT PROJECTS</b>	<ul style="list-style-type: none"> <li>• Project development and early works for the Millennium Line Broadway Extension and Surrey-Newton-Guildford Line (Light Rail Transit)</li> <li>• Working with local and senior government partners to confirm land use, affordable housing, and transportation related commitments that support achieving the objectives of the Millennium Line Broadway Extension and Surrey-Newton-Guildford Line</li> </ul>	<ul style="list-style-type: none"> <li>• Construction and operation of the Millennium Line Broadway Extension</li> <li>• Construction and operation of the Surrey-Newton-Guildford Line (Light Rail Transit)</li> <li>• Project development and potential early works for the Surrey-Langley Line (Light Rail Transit), including               <ul style="list-style-type: none"> <li>• Planning, design, and engineering to prepare for procurement</li> <li>• Collaborating with local and senior government partners to implement land use, affordable housing and transportation related policies and bylaws to achieve project objectives, including city-building, transit-oriented development and seamless integration with surrounding communities</li> <li>• Working with government partners to confirm funding for construction and operation in the Phase Three Plan</li> </ul> </li> <li>• Planning, with partners, to support:               <ul style="list-style-type: none"> <li>• A potential gondola from the Millennium Line to SFU Burnaby Campus</li> <li>• Rapid transit to UBC Point Grey campus</li> </ul> </li> </ul>

TransLink has worked closely with the City of Vancouver and City of Surrey to develop Project Partnership Agreements for the Millennium Line Broadway Extension and Surrey-Newton-Guildford Line. The purpose of the Project Partnership Agreements is to identify municipal contributions and ensure that supportive land use, housing, and transportation policies will be in place to help the new rapid transit lines meet local and regional objectives, such as: more transit ridership; less driving; economic development; increased housing supply; affordable housing; and seamless integration of the new rapid transit lines with their surrounding communities. TransLink has worked closely with the City of Vancouver and City of Surrey to develop and approve Project Partnership Agreements for both the Millennium Line Broadway Extension and Surrey-Newton-Guildford Line. In coordination with the municipalities, TransLink will also conduct a detailed review of security needs to support the new rapid transit lines. Similar agreements will be required for future rapid transit projects.



## MILLENNIUM LINE BROADWAY EXTENSION

The Millennium Line Broadway Extension is a project to extend the Millennium Line along Broadway in Vancouver. It will increase transit capacity, decrease travel times, and improve travel reliability in one of the busiest destinations in the region. The Broadway corridor includes the largest hospital in western Canada, the second largest employment centre in British Columbia, and the busiest bus route in Canada and the United States. The Project Partnership Agreement identifies recent commitments made by the City of Vancouver to planning processes related to affordable housing supply in the corridor.

The Millennium Line Broadway Extension will begin at VCC–Clark Station and end at Arbutus Street. While the eastern part of the extension will be elevated above ground, most of it will be a bored tunnel beneath Broadway. The extension will include six new stations. Project highlights include:

- Trains are expected to run every 3 to 4 minutes during peak periods, and every 6 to 8 minutes during off-peak periods, on opening day.
- People will be able to travel from Lafarge Lake-Douglas Station in Coquitlam to Arbutus Street in Vancouver in approximately 46 minutes – one train, no transfers.
- The extension will be able to move 5,100 more passengers per hour per direction on opening day than the 99 B-Line – a capacity increase of 250%. It will be built to allow for additional increases in capacity over time.

Construction on the Millennium Line Broadway Extension is anticipated to be completed by 2025. The total cost of the Millennium Line Broadway Extension is estimated at \$2.83 billion; \$47 million of project costs were already funded in the Phase One Plan. Cost estimates may be refined through additional technical analysis, public input and design modifications, and will be finalized at the end of the procurement process.

For more information visit [broadwayextension.ca](http://broadwayextension.ca).

# SURREY-NEWTON-GUILDFORD LINE

The Surrey–Newton–Guildford Line is a new light rail line and the first stage of the South of Fraser Rapid Transit project. It will increase transit capacity, reduce commute times, and create integrated, pedestrian-friendly communities in two of Surrey’s busiest corridors. The South of Fraser communities are the fastest growing in the region. The Project Partnership Agreement identifies recent commitments made by the City of Surrey to planning processes related to affordable housing supply in the corridor.

The Surrey-Newton-Guildford Line will connect Guildford Exchange to Surrey Central Station via 104 Avenue, and connect Surrey Central Station to Newton Exchange via City Parkway and King George Boulevard. It will be at street level and include eleven new stations. Project highlights include:



- Trains are expected to run every 5 minutes during peak periods, every 7.5 minutes during the mid-day, and every 10 minutes in the evenings. Trains will be modern and accessible low-floor vehicles.
- People will be able to travel from Guildford to Surrey Centre in approximately 9 minutes, and from Newton to King George Station in approximately 13 minutes.
- The line will operate within dedicated train-only lanes on the road. Along with modern intersection signal optimization technology to be implemented in coordination with the City of Surrey, this will allow the trains to bypass traffic queues, provide efficient and reliable service, and meet target travel times.
- The line will be seamlessly integrated into the Compass fare payment system.

Construction on the Surrey-Newton-Guildford Line is anticipated to be completed by 2024. The total cost of the Surrey-Newton-Guildford Line is estimated at \$1.65 billion; \$43 million of project costs were already funded in the Phase One Plan. Cost estimates may be refined through additional technical analysis, public input and design modifications, and will be finalized at the end of the procurement process.

For more information visit [surreylichtrail.ca](http://surreylichtrail.ca).

The Surrey-Langley Line is the second stage of the South of Fraser Rapid Transit Project. The Surrey-Langley Line would connect Surrey City Centre to Langley City Centre via light rail transit on Fraser Highway. The Phase Two Plan includes funding for project development and potential early works for the Surrey-Langley Line, but not construction and operation. The Governments of Canada and British Columbia have each made commitments to work with TransLink, Surrey and Langley to build the Surrey-Langley Line as part of the 10-Year Vision, subject to the completion and review of final business cases.

## PARTNERING WITH MUNICIPALITIES TO DELIVER MAJOR PROJECTS

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.

Further project-related agreements will be required to detail the responsibilities of each partner. In recognition of the benefits accruing to municipal and regional residents and consistent with the principle of partnership among public agencies, project-related agreements between each municipality and TransLink should not seek to allocate liability associated with their own negligence to the other agency.

## UPGRADING THE EXISTING RAIL NETWORK

The Phase Two Plan would continue to increase service on the existing rail network, as well as modernize and upgrade aging infrastructure along the Expo and Millennium Lines.

	Investments already funded in Phase One	New investments funded in Phase Two
<b>SKYTRAIN</b>	<ul style="list-style-type: none"> <li>• Increase Expo and Millennium Line service during the mid-day, early evening, and weekends, starting January 2017</li> <li>• Increase Canada Line service during high-demand times, starting January 2017</li> <li>• 56 new SkyTrain cars for the Expo and Millennium Lines, as well as 45 new SkyTrain cars to replace aging fleet</li> <li>• 24 new SkyTrain cars for the Canada Line</li> <li>• Station upgrades to improve safety, accessibility, and passenger amenities, including design and construction of Burrard station upgrades</li> </ul>	<ul style="list-style-type: none"> <li>• Increase Expo and Millennium Line service during rush hours, mid-day, and weekends, starting in 2019</li> <li>• Increase Canada Line service during rush hours, evenings, and weekends, starting in 2020</li> <li>• 108 new SkyTrain cars to provide increased service on the Expo and Millennium Lines, as well as 50 new SkyTrain cars to replace aging fleet</li> <li>• Modernization of Expo-Millennium Line infrastructure, including significant upgrades to power, control systems, storage, and stations</li> </ul>
<b>WEST COAST EXPRESS</b>	<ul style="list-style-type: none"> <li>• Purchase 2 and refurbish 6 locomotives for the West Coast Express</li> </ul>	<ul style="list-style-type: none"> <li>• Work with the Port of Vancouver, railroads, and other stakeholders to plan expanded West Coast Express capacity in Phase Three of the 10-Year Vision.</li> </ul>



## EXPO AND MILLENNIUM LINE UPGRADES

The Expo Line, the region's first rail rapid transit line, opened in 1986. In the three decades since, the region has extended the original Expo Line to cover nearly 60 km of track, including the Millennium Line and the Evergreen Extension. Annual ridership on the Expo and Millennium Lines reached 105 million boardings in 2017 and is projected to grow significantly in the coming decade.

The existing Expo and Millennium Line infrastructure requires significant upgrades in order to support longer trains and more frequent service. When complete, the Expo Line will be able to move 17,500 passengers per hour per direction, and the Millennium Line will be able to move 7,500 passengers per hour per direction. This represents a 32 and 96 percent increase respectively over the existing capacity.

Highlights of the planned upgrades in the Phase Two Plan include:

- Purchase and delivery of 158 new train cars to expand capacity and replace aging fleet, in addition to the delivery of 101 new train cars purchased in the Phase One Plan. Higher capacity trains will be introduced to maximize space for passengers.
- Expanded vehicle storage to accommodate new fleet.
- Upgrades to operations and maintenance centres, mainline power, and control systems to support more frequent train service and longer trainson both Expo and Millennium Lines.
- Station upgrades to increase passenger capacity, accessibility, amenities, and improve neighbourhood integration:
  - Construction of upgrades at Brentwood station.
  - Design of future upgrades, including Columbia, Edmonds, and Stadium-Chinatown stations.
- Trains are expected to run every 100-110 seconds on the busiest segment of the Expo Line during peak periods.

The estimated capital cost of the Expo and Millennium Line upgrade program in the Phase Two Plan is \$1.30 billion. This is in addition to approximately \$579 million of upgrades that were already funded in the Phase One Plan. The specific projects in the Expo and Millennium Line upgrade program will proceed based on review and approval by senior government.

## NEW BUS AND HANDYDART INVESTMENTS

The Phase Two Plan would continue to increase bus and HandyDART service across the region.

	Investments already funded in Phase One	New investments funded in Phase Two
<b>BUS</b>	<ul style="list-style-type: none"> <li>• Increase bus service by 10% across the region from 2017 to 2019</li> <li>• Improved service on at least 78 different bus routes, which serve 400,000 boardings across the region every weekday</li> <li>• Five new B-Lines by 2019: 41st Avenue; Fraser Highway; Hastings Street; Lougheed Highway; Marine Drive-Main Street</li> <li>• New bus service to the following communities: Burke Mountain in Coquitlam; Clayton and Morgan Creek in Surrey; Silver Valley in Maple Ridge; Willoughby in Langley</li> <li>• 171 new buses for Phase One bus service improvements, in addition to new buses to replace aging fleet</li> <li>• Planning and design work to prepare for implementation of two new B-Lines in Phase Two of the 10-Year Vision</li> <li>• Upgrades to bus exchanges, such as operational improvements, customer amenities, safety and accessibility enhancements</li> <li>• Provide \$57 million in new funding for transit priority projects and enhanced passenger amenities on new B-Line corridors</li> <li>• Provide \$4 million in new funding for regional transit priority on bus services across the region to improve bus speed and reliability</li> </ul>	<ul style="list-style-type: none"> <li>• Increase bus service by 8% across the region from 2020 to 2021</li> <li>• Improved service on at least 75 different bus routes, which serve 350,000 boardings across the region every weekday</li> <li>• Two new B-Lines by 2021: Richmond to Expo Line; Scott Road (120th Street)</li> <li>• New bus service to the following communities: East Fraser Lands in Vancouver; 68th Avenue Crosstown in Surrey (Scottsdale to Sullivan); East Fraser Heights in Surrey; Harbourside in North Vancouver</li> <li>• Restructure and add service in Pitt Meadows, Maple Ridge and Langley communities based on the 2018-19 Area Plan</li> <li>• 151 new buses for Phase Two bus service improvements, in addition to new buses to replace aging fleet</li> <li>• Provide \$87 million in new funding for transit priority projects and enhanced passenger amenities on new B-Line corridors</li> <li>• Provide \$12 million in new funding for regional transit priority on bus services across the region to improve bus speed and reliability</li> </ul>
<b>SEABUS</b>	<ul style="list-style-type: none"> <li>• SeaBus sailings every 10 minutes during peak periods and every 15 minutes at other times</li> <li>• New SeaBus vessel</li> </ul>	<ul style="list-style-type: none"> <li>• SeaBus sailing to meet the last Canada Line train</li> </ul>
<b>HANDYDART</b>	<ul style="list-style-type: none"> <li>• Increase HandyDART service by 15% from 2017 to 2019</li> </ul>	<ul style="list-style-type: none"> <li>• Increase HandyDART service by 7% from 2020 to 2021</li> </ul>

*Figures in table are in year of expenditure dollars. Percentage service increases are relative to 2016 budgeted service.*

## B-LINE OR BETTER BUS SERVICES

B-Line or Better bus services are fast, very frequent, reliable, high-capacity bus routes. Enhanced passenger amenities and transit priority along the routes help make B-Line or Better bus services faster, more reliable, more cost-effective, and help accommodate new residents and new development in the region.

The 10-Year Vision identified 12 new B-Line or Better routes for the region. Together, Phase One and Phase Two of the 10-Year Vision will provide new fleet and operating costs of seven new B-Line or Better bus services:

### Phase One

- Hastings Street – service began in 2016
- 41st Avenue – in service in 2019
- Fraser Highway – in service in 2019
- Lougheed Highway – in service in 2019
- Marine Drive-Main Street – in service in 2019

### Phase Two

- Richmond to Expo Line – in service by 2021
- Scott Road (120th Street) – in service by 2021

The Phase Two Plan provides \$32 million in new funding for passenger amenities and transit priority measures (e.g., signal priority and dedicated transit lanes) along the new B-Line or Better routes, in addition to the \$57 million of funding allocated in Phase One. These improvements will be dependent on municipal collaboration with TransLink: in order for bus service to be fast and reliable in B-Line or Better corridors, municipalities must prioritize public transit over single-occupancy cars.

The Phase Two Plan also provides \$55 million for a new cost-sharing program from 2020-27 for transit priority and passenger amenities along B-Line routes. For more details, see “TransLink cost-sharing programs for local governments” on page 15.

## REGIONAL BUS PRIORITY

The Phase Two Plan provides \$12 million for a new cost-sharing program for transit priority initiatives on bus services across the region. These investments will be dependent on municipal contributions and collaboration with TransLink, and will help accommodate new residents and new development in the region. For more details, see “TransLink cost-sharing programs for local governments” on page 15.



## NEW ROAD INVESTMENTS

The Phase Two Plan includes new investment in the region’s road network. The Phase Two Plan continues funding for municipalities to pave roads, add lanes, fix bottlenecks, and upgrade overpasses and other structures to meet seismic standards.

	Investments already funded in Phase One	New investments funded in Phase Two
<b>MINOR CAPITAL UPGRADES</b>	<ul style="list-style-type: none"> <li>Provide \$50 million to municipalities from 2017 to 2019 for minor capital upgrades to the Major Road Network (MRN), such as improving safety and addressing bottlenecks</li> </ul>	<ul style="list-style-type: none"> <li>Provide \$45.9 million to municipalities from 2020 to 2021 for minor capital upgrades to the MRN, such as improving safety and addressing bottlenecks</li> </ul>
<b>STRUCTURE REHABILITATION AND SEISMIC UPGRADES</b>	<ul style="list-style-type: none"> <li>Provide \$32.5 million to municipalities from 2017 to 2019 to rehabilitate and make seismic retrofits to structures on the MRN, such as overpasses, retaining walls, and bridges</li> </ul>	<ul style="list-style-type: none"> <li>Provide \$29.8 million to municipalities from 2020 to 2021 to rehabilitate and make seismic retrofits to structures on the MRN, such as overpasses, retaining walls, and bridges</li> </ul>
<b>OPERATIONS, MAINTENANCE, AND REHABILITATION OF THE MAJOR ROAD NETWORK</b>	<ul style="list-style-type: none"> <li>Increase the number of lane-kilometres of MRN to be funded in the region by 10% in 2018</li> <li>Fund operations, maintenance, and rehabilitation of the MRN through 2026. Funding will be distributed to local governments based on the number of lane-kilometres of MRN in their jurisdiction</li> </ul>	<ul style="list-style-type: none"> <li>Fund operations, maintenance, and rehabilitation of the MRN through 2027. Funding will be distributed to local governments based on the number of lane-kilometres of MRN in their jurisdiction</li> </ul>
<b>TRANSLINK-OWNED BRIDGES</b>	<ul style="list-style-type: none"> <li>Maintain and operate TransLink-owned bridges through 2026</li> </ul>	<ul style="list-style-type: none"> <li>Maintain and operate TransLink-owned bridges through 2027</li> </ul>

Figures in table are in year of expenditure dollars.

## NEW WALKING AND CYCLING INVESTMENTS

The Phase Two Plan delivers new investment in walking and cycling infrastructure across the region. It provides funding for municipalities to construct new sidewalks and bikeways and for TransLink to upgrade cycling infrastructure. Projects will be selected through a performance-based process and cost-shared with local government partners.

	Investments already funded in Phase One	New investments to be funded in Phase Two
<b>WALKING ACCESS TO TRANSIT</b>	<ul style="list-style-type: none"> <li>Provide \$12.5 million to municipalities from 2017 to 2019 for pedestrian infrastructure projects, such as sidewalks, crosswalks, and pedestrian signals</li> </ul>	<ul style="list-style-type: none"> <li>Provide \$11.5 to municipalities from 2020 to 2021 for pedestrian infrastructure projects, such as sidewalks, crosswalks, and pedestrian signals</li> </ul>
<b>REGIONAL CYCLING INFRASTRUCTURE</b>	<ul style="list-style-type: none"> <li>Provide \$30 million to municipalities from 2017 to 2019 for cycling infrastructure projects, such as protected bike lanes and multi-use paths</li> </ul>	<ul style="list-style-type: none"> <li>Provide \$27.3 million to municipalities from 2020 to 2021 for cycling infrastructure projects, such as protected bike lanes and multi-use paths</li> </ul>
<b>TRANSLINK-OWNED CYCLING INFRASTRUCTURE</b>	<ul style="list-style-type: none"> <li>Provide \$12 million for upgrades to TransLink-owned cycling infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Provide \$10.6 million for upgrades to TransLink-owned cycling infrastructure</li> </ul>

*Figures in table are in year of expenditure dollars.*



### WHAT ABOUT THE PATTULLO BRIDGE?

In February 2018, the Province agreed to fund and build a new bridge to replace the Pattullo Bridge. Previously, TransLink had funded and completed the planning and preliminary engineering of the replacement bridge.

Construction of the replacement bridge is anticipated to begin in late 2019 and to be completed by 2023. The Province will own and operate the replacement bridge, while TransLink will continue to own the existing bridge until it is decommissioned.

## TRANSLINK COST-SHARING PROGRAMS FOR LOCAL GOVERNMENTS

As the regional transportation authority, TransLink provides funding to local governments to help upgrade roads, walking, and cycling infrastructure. The table below outlines funding available to local governments through these cost-sharing programs.

FUNDING IN PHASE ONE AND PHASE TWO OF THE 10-YEAR VISION (MILLIONS)												
COST-SHARING PROGRAM	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL
B-Line or Better infrastructure				\$6.4	\$6.5	\$6.6	\$6.8	\$6.9	\$7.0	\$7.2	\$7.3	\$54.7
Regional bus priority			\$2	\$4.1	\$4.4	\$5.6						\$14.1
Walking access to transit	\$2.5	\$5	\$5	\$5.6	\$5.8							\$11.4
Regional cycling infrastructure	\$7.55	\$13.45	\$13.45	\$14.94	\$15.47							\$30.4
Major road network minor capital upgrades	\$10	\$20	\$20	\$22.5	\$23.4							\$45.9
Major road network structure rehabilitation and seismic upgrades	\$6.5	\$13	\$13	\$14.6	\$15.2							\$29.8

*Figures in table are in year of expenditure dollars, to take into account forecasted inflation costs.*

## NEW MOBILITY INVESTMENTS

The Phase Two Plan provides new investment to support pilots and field testing for flexible, shared-use services including commuter vanpooling, demand-responsive transit services, and first- and last-mile partnerships. The New Mobility program was established in the Phase One Plan to leverage new technologies and business models for providing people with more mobility options.

	Investments already funded in Phase One	New investments funded in Phase Two
<b>NEW MOBILITY</b>	<ul style="list-style-type: none"> <li>Provide \$24 million from 2017 to 2026 to pilot, field test, and scale new technologies and service concepts</li> </ul>	<ul style="list-style-type: none"> <li>Provide \$5 million from 2018 to 2021 to pilot, field test, and scale flexible, shared-use services</li> </ul>

*Figures in table are in year of expenditure dollars.*





## **MANAGE**

TransLink develops and implements a wide range of policies and strategies in order to make the region's integrated transportation system - including transit, roads, walking, and cycling infrastructure –more efficient and effective for users.

## **Make travel safe and secure**

TransLink is committed to continuously improving the safety and security of travel across the region's integrated transportation system.

### *Safety & emergency planning*

- Continue development of a formal Emergency Management and Business Continuity System to ensure that the transit system is resilient to natural disasters and other emergencies.
- Establish formal Safety Management Systems at TransLink and its subsidiaries to systematically identify safety hazards, evaluate risks, and implement mitigation strategies to ensure the safety of our employees, customers, and the public.

### *Security operations*

- Implement the Metro Vancouver 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.

### *Technology & cyber-security*

- Manage and maintain business software and hardware assets in a state of good repair to ensure secure and reliable operations.

## Make travel easy and informative

TransLink prioritizes the needs of customers and works to ensure that people of all ages and abilities can have an enjoyable experience moving about the region independently, with confidence and in comfort from the beginning to the end of their journey. Actions include

Key actions for the Plan period include:

### *Customer experience planning*

- Develop and implement a comprehensive Customer Experience Business Plan.
- Implement consistent customer service standards across the enterprise and contract service providers.
- Engage TransLink employees and adapt business processes to move the organization towards a more customer-centric culture.

### *Customer information & communication*

- Improve the timeliness and clarity of information provided to customers, to make it easier to understand and navigate the transportation system, including:
  - » improving digital customer services across the multi-modal transportation system;
  - » modernizing the TransLink website;
  - » improving travel information and wayfinding at transit stops and stations, including digital signage providing information in real time; and,
  - » improving communication and messaging around transit service alerts and service disruptions and responding faster and more consistently through an increased number of channels, including digital alerts and audio announcements.
- Explore technology options to provide front-line transit employees with information to respond to customer inquiries more quickly.
- Explore technology options for people to more easily communicate with TransLink,
- Support and enable technology options for people to more easily and seamlessly plan, book and pay for multi-modal journeys.



### *Public art*

- Utilize public art to create a welcoming environment for transit customers, integrate transportation into the community and enhance the travel experience.

### *Accessibility*

- Develop an implementation plan for a more universally accessible transit service including continued improvements to the HandyDART service.
- Implement enhanced travel training for persons with disabilities on conventional transit.
- Implement more universally accessible features at transit stops and stations.

## **Make travel more efficient and reliable**

TransLink works to ensure that the regional transportation system is more environmentally-efficient and keeps our economy moving. Key actions for the Plan period include:

### ***Transit network performance***

- Manage the transit network to maintain efficiency and productivity, including by continuing to monitor, and adjust or restructure specific services.
- Collaborate with municipalities and other partners to implement transit priority measures such as signal priority and dedicated transit lanes to improve bus speed and reliability in the face of growing traffic congestion.
- Ensure operational needs of the growing bus and rail fleet are met by planning and investing in bus operations & maintenance facilities.

### ***Road network performance***

- Develop a Regional Road Network Strategy (RRNS) and annual monitoring and reporting process to help better define and manage performance of the region's road network.

### ***Harmonizing regulations***

- Continue to work towards harmonizing truck regulations and centralizing truck permitting across the region.
- Improve regional road network operations including freight wayfinding and trip planning tools.

### ***Low-carbon fleet***

- Finalize 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.

## **Price the transportation system to reduce congestion and overcrowding, improve fairness, and support transportation investment**

The 10-Year Vision includes implementing an integrated approach to pricing parking, roads, transit and other shared-use modes in order to reduce congestion and overcrowding, improve fairness, and support transportation investment.

In May 2018, TransLink introduced contactless credit card and smartphone payments on buses and at fare gates. Over the course of this Plan period, TransLink will deliver the next phase of the Compass system.

Key actions for the Plan period include:

### ***Payment***

- Continue to introduce additional innovative ways to facilitate payment of fees for parking, transit, and other shared-use modes.
- Further promote the “Compass for Organizations” program to enable employers and associations to provide convenient payment options for their employees and members.

### ***Transit***

- Complete and implement the recommendations of the Transit Fare Review.

### ***Parking***

- Continue to monitor and adjust pricing at Park & Ride lots and secure bicycle parking facilities to ensure optimal use.

### ***Roads***

- Building on the report of the Mobility Pricing Independent Commission, undertake additional work, research and engagement to further explore key issues and questions related to decongestion charging especially related to affordability and equity, in order to support future policy decisions.



## **PARTNER**

TransLink collaborates with a broad range of partners and stakeholders in order to maximize the value and effectiveness of the region's 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 as aligned as possible. 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 which is supportive of sustainable transportation modes.
- Continue to work with partner agencies to ensure alignment of planned land use and transportation investments, in support of both the Regional Transportation Strategy (RTS) and Metro Vancouver's Regional Growth Strategy. In particular, support the focus of population and jobs growth in Urban Centres, Frequent Transit Development Areas, and along the Frequent Transit Network (FTN). Consistent with the RTS, TransLink is committed to improving and expanding the FTN over time.
- Continue to work with partner agencies to support affordable rental housing along the FTN and the implementation of Metro Vancouver's 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 on these plans.
- Continue to coordinate with Metro Vancouver to support the shared goals of the RGS.
- Coordinate with Metro Vancouver, the Province, the region's local governments, and other key stakeholders on the update of the Regional Transportation Strategy.

### *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.
  - » Provide customer amenities on TransLink infrastructure through revenue- generating agreements with commercial entities.

### *Develop and Implement 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:

- Monitor the implementation of integrated land use and transportation commitments with the City of Vancouver and City of Surrey for the Millennium Line Broadway Extension and Surrey-Newton-Guildford Light Rail, respectively.
- Collaborate on integrated land use and transportation planning for the Surrey-Langley Line of South of Fraser Rapid Transit with the City of Surrey and City of Langley. Document in the future Project Partnership Agreements the commitments for project-supportive land use and transportation actions, as well as project contributions. .
- Bring forward to the Mayors' Council Project Partnership Agreements, approved by the TransLink Board and applicable municipalities, as were developed for the Millennium Line Broadway Extension and Surrey-Newton-Guildford projects.

## Innovate through new 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*

- Continue working with the 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*

- Expand TransLink’s role in providing mobility options that serve the region’s diverse transportation needs, including:
  - » Pilot options for on-demand shared use services to supplement existing fixed-route services.
  - » Evaluate these pilots to assess how they might be incorporated into TransLink’s regular offerings to increase transportation options.
- Accelerate innovation by generating and supporting new ideas that are aligned with TransLink’s goals and objectives. This will be done through a recurring Open Innovation Call.
- Collaborate with industry, academic, and local government partners to explore “new mobility” concepts within the delivery model of a regional transportation authority, such as:
  - » Support the facilitation and regulation of shared- use mobility services (bikesharing, carsharing, ridehailing, and ridesharing) that provide alternatives to private car ownership.
  - » Leverage vehicle automation to advance regional objectives, such as reductions in driving, safety, and compact land use.
  - » Continue to explore “Mobility as a Service” or “MaaS” systems for integrating incentives and payment across transportation services.

# 4

## FUNDING THE PHASE TWO PLAN

*NOTE: EXCEPT WHERE NOTED OTHERWISE, ALL FIGURES IN THIS SECTION ARE IN YEAR OF EXPENDITURE DOLLARS.*



## KEY MILESTONES IN REGIONAL TRANSPORTATION FUNDING

### 2014

JUNE	Mayors' Council develops the 10-Year Vision. Mayors' Council proposes carbon tax and mobility pricing as preferred new funding sources for the 10-Year Vision, as well as land value capture as a supporting new funding source.
DECEMBER	Mayors' Council and Province agree to a regional plebiscite on increasing the provincial sales tax by 0.5% to fund the 10-Year Vision.

### 2015

JULY	Plebiscite to increase the provincial sales tax does not pass.
NOVEMBER	Mayors' Council develops "fair-share" funding framework for cost-sharing between region, provincial and federal governments.

### 2016

MARCH	Federal government announces Public Transit Infrastructure Fund (PTIF) which provides short-term funding of \$3.4 billion across Canada, to accelerate investments in the rehabilitation of transit systems, new capital projects, and planning and studies for future transit expansion.
JUNE	Federal government commits \$370 million for Phase One of the 10-Year Vision through the PTIF Program. Provincial government commits funding to Phase One of the 10-Year Vision.
SEPTEMBER	Mayors' Council proposes regional funding sources for Phase One of the 10-Year Vision. The public provides input on Phase One of the 10-Year Vision during the consultation period.
NOVEMBER	TransLink Board and Mayors' Council approve the Phase One Plan.

### 2017

MARCH	Federal government allocates approximately \$2.2 billion to building rapid transit projects in Metro Vancouver, through the continuation of the PTIF Program.
JULY	TransLink Board and Mayors' Council approve an update to the Phase One Plan, to accelerate the purchase of 28 SkyTrain cars to meet stronger than anticipated ridership growth.
SEPTEMBER	Provincial government commits funding to Phase Two of the 10-Year Vision.

### 2018

MARCH	Provincial government removes plebiscite requirement for new transportation funding sources.
APRIL	Mayors' Council proposes regional funding sources for Phase Two of the 10-Year Vision. Public consultation on Phase Two of the 10-Year Vision
MAY	Provincial government passes legislation enabling TransLink to levy a development cost charge for certain types of eligible projects
JUNE	Phase Two Plan submitted to Mayors' Council and TransLink Board of Directors for approval

New, sustainable funding sources are required in order for our region to build and operate the transportation infrastructure that people will need both today and in the future.

Due to population growth, a strong economy, and denser, transit-oriented patterns of development, demand for transportation – especially transit – is increasing at a much faster rate than TransLink’s existing funding sources. From 2000 to 2016, transit ridership in our region increased 80%; in comparison, the regional population only grew 20% over the same time. While TransLink’s existing funding keeps the current transportation system running, new funding is needed in order to expand the transportation system and meet the increasing demand for transportation across the region.

To address this challenge, in collaboration with the Government of Canada and Government of British Columbia, the Mayors’ Council on Regional Transportation have developed a proposal to fund Phase Two of the 10-Year Vision.

The Government of Canada and Government of British Columbia have committed an unprecedented amount of funding to cost-share the new transportation investments in the Phase Two Plan. With the availability of this new federal and provincial funding, the region has a chance to improve the transportation system at a substantially lower cost to local taxpayers.

To fully leverage these new federal and provincial contributions, the region must provide its share of funding for the Phase Two Plan. Most of the regional share will come from TransLink and other regional government resources, such as: borrowing and private financing; future revenues, such as gas tax revenues allocated through the Greater Vancouver Regional Fund and anticipated fare revenues from increased transit ridership; and new TransLink revenue capacity, to be enabled by the Government of British Columbia. The remaining portion of the regional share will come from increases to: the property tax, parking tax, transit fares, commercial revenues, and development cost charges. These changes are intended to be modest and balanced across Metro Vancouver residents, affecting transit users, drivers, property owners, and real estate developers.

In total, this investment plan will require \$10.5 billion for capital investments, \$15.1 billion for operating investments, and \$2.5 billion for financing costs.

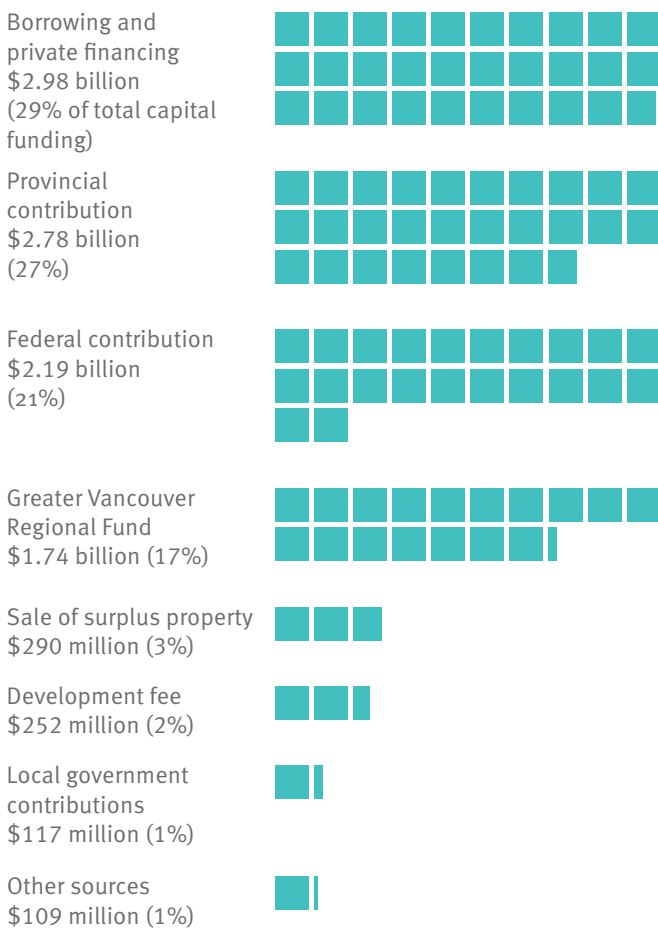
Of this total, the Phase Two Expansion will require \$6.4 billion for capital investments, \$856 million for operating investments, and \$361 million for financing costs. The new services and infrastructure delivered will be a major step in meeting our region's transportation needs.

## 2018-27 CAPITAL FUNDING

The charts on this page illustrate the capital funding that TransLink anticipates over the next decade from its established funding sources, accumulated funding resources, and borrowing within established limits.

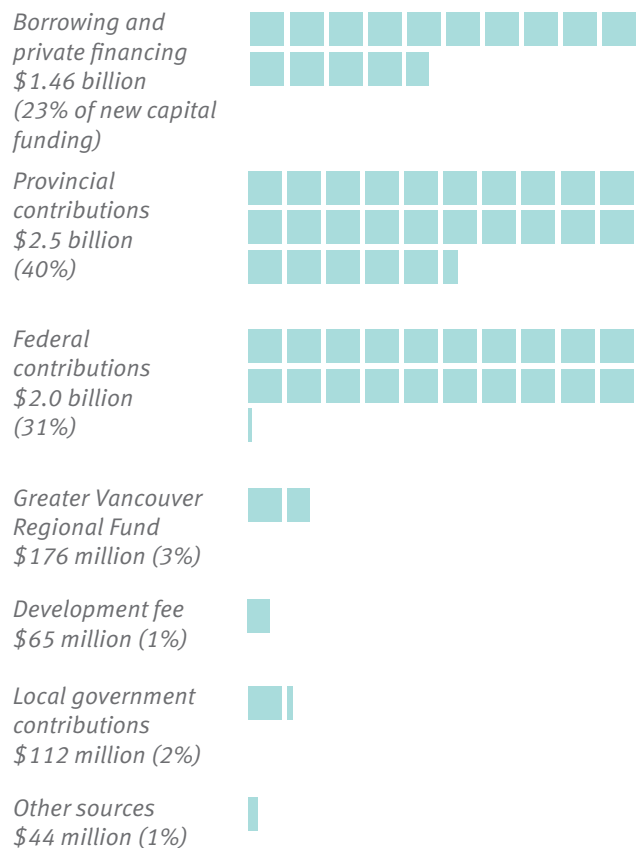
### TOTAL CAPITAL FUNDING

This investment plan includes a total of \$10.45 billion of capital funding over the next decade.



### WHAT'S NEW?

Of the total capital funding in this investment plan, \$6.41 billion is for the expansion projects and programs in Phase Two.



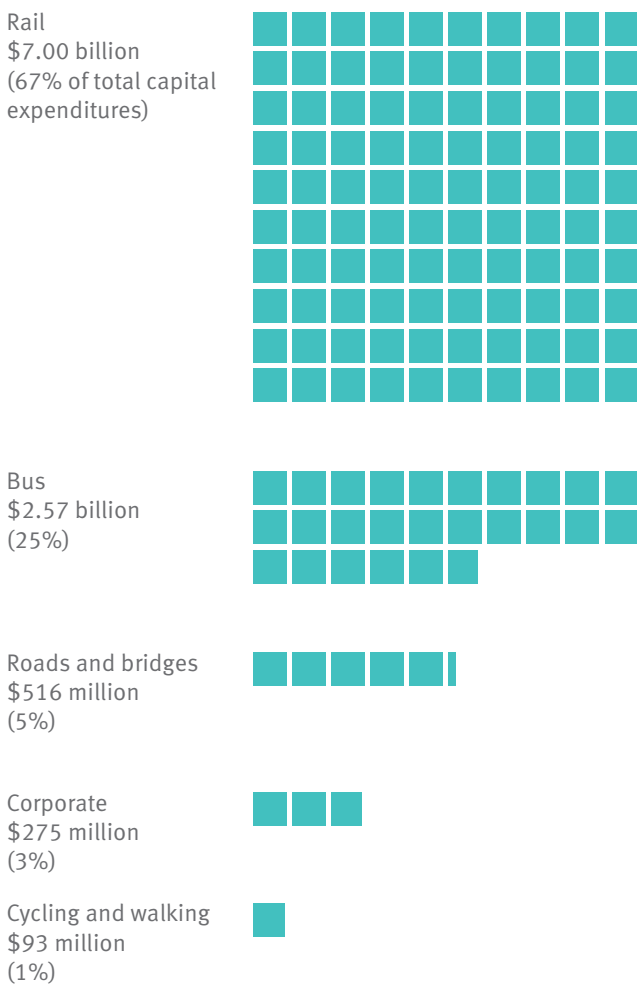
Notes: "Other sources" include internal funding and a partnership agreement for Capstan Way Station. Figures have been rounded and may not total to 100%

# 2018-27 CAPITAL EXPENDITURES

The charts on this page illustrate the capital expenditures that TransLink has planned over the next decade to maintain and expand the regional transportation system.

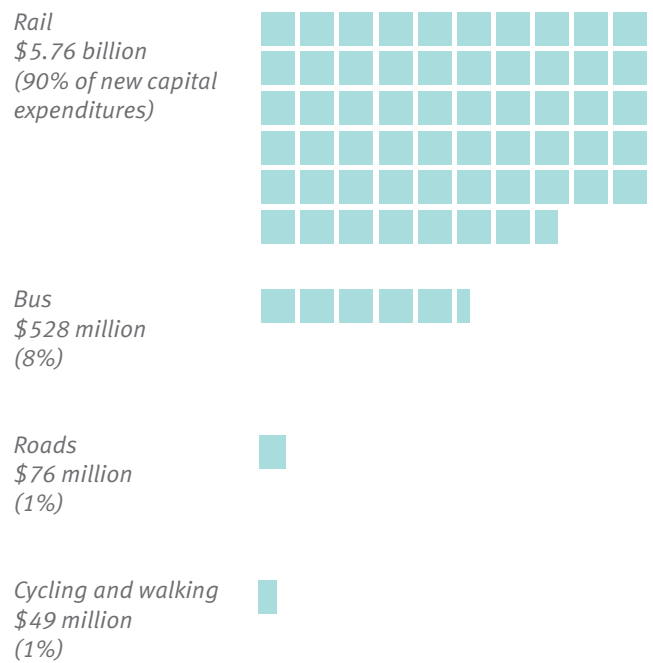
## TOTAL CAPITAL EXPENDITURES

This investment plan includes a total of \$10.45 billion of capital expenditures over the next decade.



## WHAT'S NEW?

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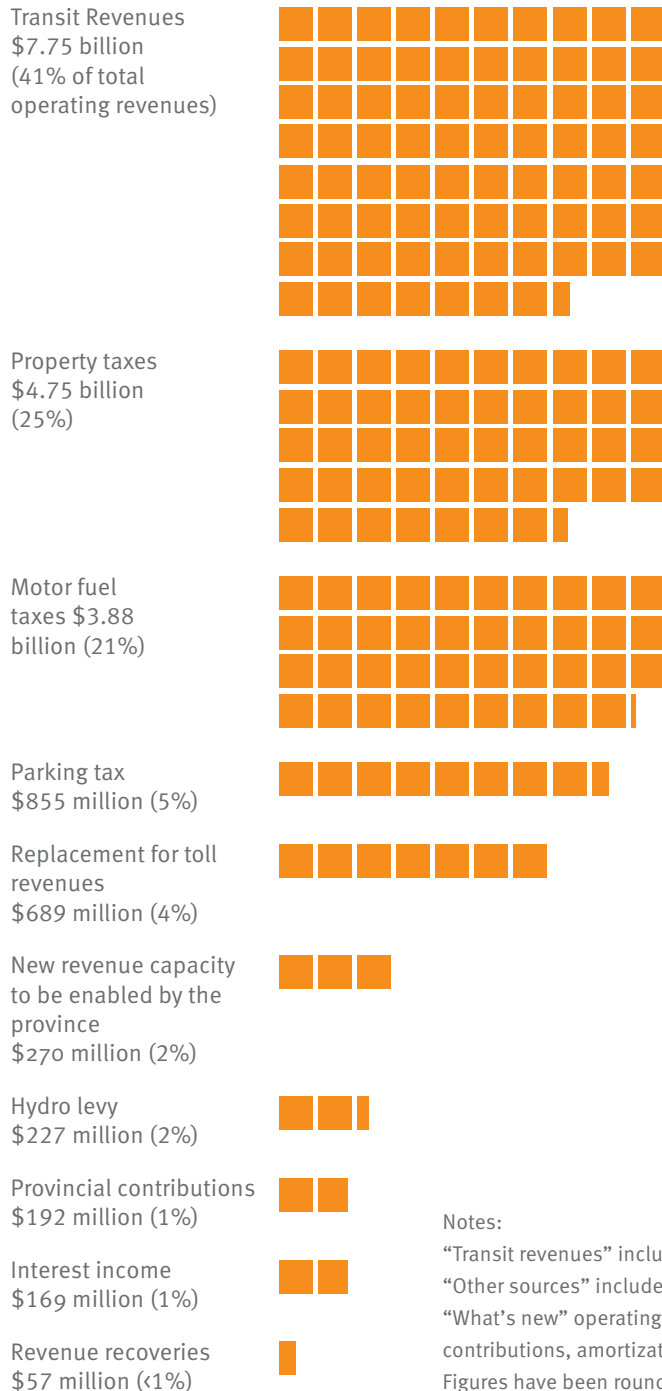


## 2018-27 OPERATING REVENUE

The charts on this page illustrate the operating revenue that TransLink anticipates over the next decade from its established funding sources, accumulated funding resources, and borrowing within established limit.

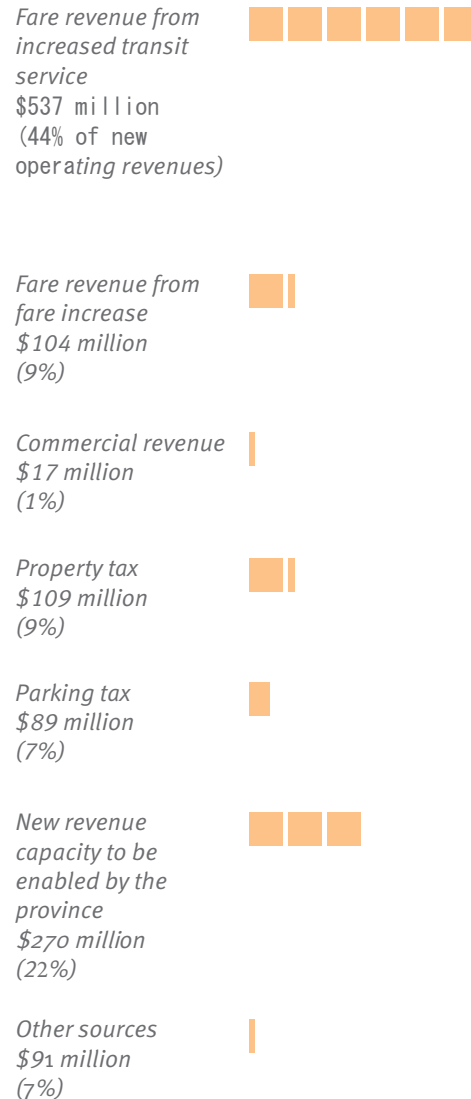
### TOTAL OPERATING REVENUE

This investment plan includes a total of \$18.84 billion of operating revenue over the next decade.



### WHAT'S NEW?

Of the total operating revenues in this investment plan, \$1.22 billion is for the expansion projects and programs in Phase Two.



Notes:

“Transit revenues” include fare revenue, commercial revenue, and other revenue related to the transit system.

“Other sources” include interest income and other internal sources.

“What’s new” operating revenues consist of revenues available to fund operations and exclude capital contributions, amortization of deferred concessionaire credit and restricted investment income.

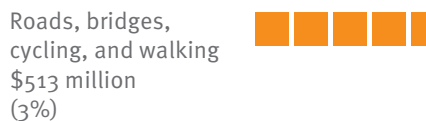
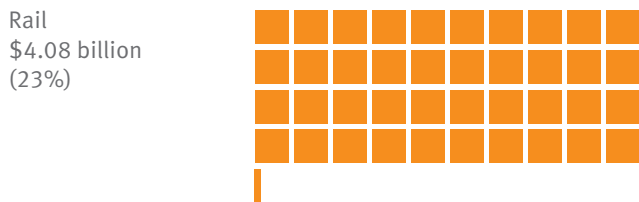
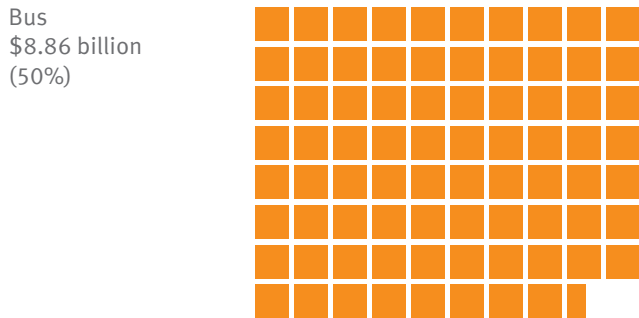
Figures have been rounded and may not total to 100%.

# 2018-27 OPERATING EXPENDITURES

The charts on this page illustrate the operating expenditures that TransLink has planned over the next decade to maintain and expand the regional transportation system.

## TOTAL OPERATING EXPENDITURES

This investment plan includes a total of \$17.6 billion of operating expenditures over the next decade.



## WHAT'S NEW?

Of the total operating expenditures in this investment plan, \$1.22 billion is for the expansion projects and programs in Phase Two.



**Notes:**

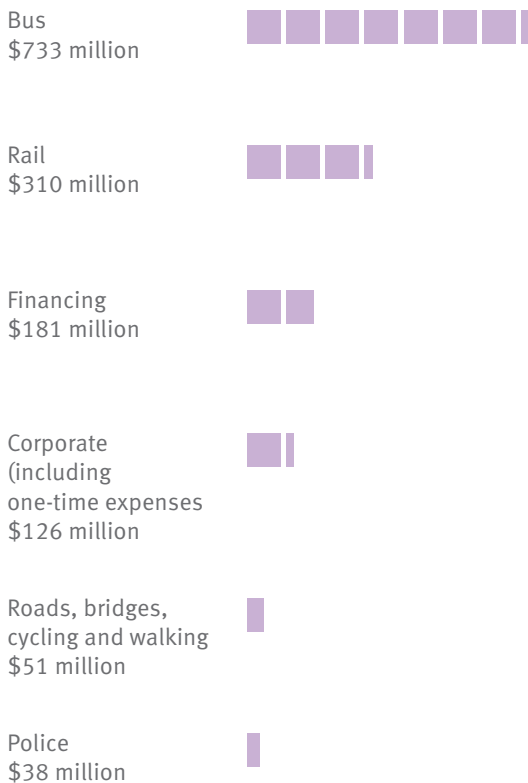
Charts on this page do not include amortization and principal payments for debt. Figures have been rounded and may not total to 100%.

# ANNUAL OPERATING EXPENDITURES

The charts on this page illustrate how TransLink’s annual operating expenditures are planned to change over the next decade.

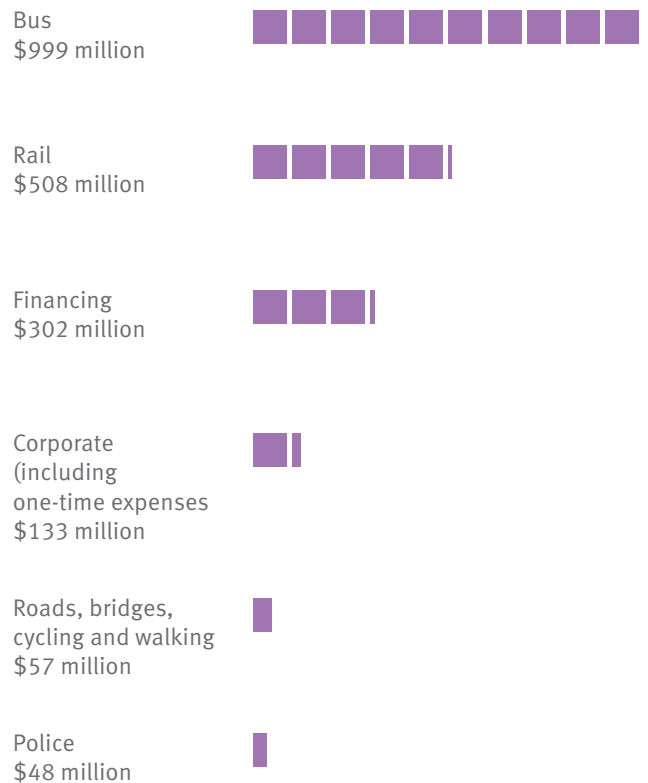
## 2018 OPERATING EXPENDITURES

In the first year of this investment plan, TransLink’s annual operating expenditures are estimated to total \$1.44 billion.



## 2027 OPERATING EXPENDITURES

In the last year of this investment plan, TransLink’s annual operating expenditures are estimated to total \$2.05 billion.



Notes:  
 Charts on this page do not include amortization and principal payments for debt.  
 Figures have been rounded and may not total to 100%

## REVENUE SOURCES

Total annual revenues under this Plan are forecast in Table 2 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, transit advertising and commercial opportunities. TransLink anticipates \$7,752 million in transit revenues from 2018-27.

#### *Fare Revenues*

Fares are an important source of funding for transit service. TransLink currently recovers more than half of its transit operating costs from fares. In total, TransLink anticipates \$7,506 million in transit fare revenues from 2018-27.

The Phase Two Plan increases transit fares in 2020 and 2021, in addition to the increases approved in the Phase One Plan. Conventional and custom transit cash fares and discounted stored value rates increase from 10 to 15 cents, while monthly passes increase from 50 cents to \$1 beyond the rates in the Phase One Plan; West Coast Express fares remain unchanged from the Phase One Plan. Forecasts indicate that as a result of these fare increases, transit users would pay an average of 2% more per transit journey over the next 10 years than they would have otherwise paid with the Phase One Plan fare increases.

To minimize affordability impacts, the fare increases contemplated in the Phase Two Plan are small and gradual. Discounted fares will continue to be available to customers who use the Compass card. The Phase Two fare increases have been timed to match the start date of new transit services. Actual fare increases will continue to be reviewed and voted on by the TransLink Board before they are implemented.

With both the Phase One and Phase Two fare increases:

- By 2021, a youth or senior would pay \$59.50 for unlimited travel across the region on a monthly pass (an increase of \$6.50 compared to today), and an adult would pay \$105 to 189 for a monthly pass, depending on the number of zones (an increase of \$12 to 17 compared to today). These prices are comparable to those of similar transit passes in Toronto and Montreal today.
- By 2021, a youth or senior who takes transit only a few times a month on weekday evenings or weekends would pay \$2.15 for a trip of any distance with a Compass card (an increase of 35 cents compared to today), and an adult would pay \$2.70 for a trip of any distance with a Compass Card (an increase of 50 cents compared to today). During those times, people can travel all the way from Maple Ridge to Vancouver or from Delta to Bowen Island, on a one-zone transit fare – a much farther distance than is possible for that price in other regions in Canada.

Table 12 includes a detailed table of proposed fares for every fare product type, including both the Phase One and Phase Two fare increases.



## WHAT ARE “TARGETED FARES”?

Provincial legislation defines the “targeted fare” for a fare product as the 2008 fare rate increased by 2% per year. Fare increases that exceed the “targeted fare” must be approved by the Mayors’ Council.

In the last decade, TransLink has maintained fares far below the “targeted fare” levels. The Phase One Plan included gradual fare increases such that some fare products would meet the “targeted fare” rates beginning in 2021. Since the Phase Two Plan includes additional fare increases beyond those approved in the Phase One Plan, cash fares would exceed the “targeted fare” rates by 10 to 15 cents and DayPasses would by 25 cents in the next ten years. As part of the development of the Phase Two Plan, TransLink submitted an application to the Mayors’ Council to approve increased fares beyond the “targeted fare” level.

## TRANSIT FARE REVIEW

Through the Transit Fare Review, TransLink is developing recommendations for making the transit fare structure more simple, fair, and affordable. The Transit Fare Review included three phases of public consultation in 2016 and 2017. Once the Transit Fare Review is completed, the fare rates proposed in the Phase Two Plan may be updated to reflect any recommended improvements to the transit fare structure.

## COMMERCIAL OPPORTUNITIES

TransLink generates revenue from a variety of transit-related commercial opportunities.

TransLink and the City of Vancouver have reached an agreement to permit commercial activity on transit and transportation infrastructure located on City of Vancouver property. These commercial rights include revenue from commercial retail units, licensing fees for fibre optics, and permitting fees from third party filming activities on transit infrastructure. The commercial rights are estimated to increase commercial revenues for TransLink by \$0.6 million in 2019, growing to \$2.8 million in 2027. In total, TransLink anticipates \$52 million in commercial revenues from 2018-27.

## PARKING TAX

TransLink currently administers a 21% parking tax for all off-street paid parking (hourly, monthly, and annually) within TransLink's service area in Metro Vancouver. This tax is sometimes referred to as the "parking rights tax".

The Government of British Columbia has committed to introducing legislation to enable TransLink to increase the parking tax by fall 2018. The Phase Two Plan includes an increase to the parking tax rate by 3 percentage points, from 21% to 24%, beginning in 2019. For a parkade that charges \$5 per hour, this would increase the cost of parking by 12 cents per hour. This change will increase parking tax revenue by \$89 million from 2018-27. In total, TransLink anticipates \$855 million in parking tax revenues from 2018-27.

The tables in Appendix A assume an increase to the parking tax is enabled and confirmed by 2018 for implementation by 2019.

The tables in Appendix B assume an increase to the parking tax is not enabled and confirmed by 2018 for implementation by 2019.

## PROPERTY TAX

A portion of property taxes collected in the region is used to support transit, roads, bridges, and walking and cycling infrastructure. The TransLink property tax includes the Standard Property Tax and the Replacement Tax. Under the SCBCTA Act, total Standard Property Tax revenues grow by 3% per year, plus any additional amount included in an approved investment plan. Replacement Tax revenues are legislatively capped at \$18 million per year.

The Phase Two Plan includes the following property tax revenues:

- Standard Property Tax revenues:
  - An additional increase to Standard Property Tax revenues of \$10 million in 2019. After 2019, this incremental revenue will increase at the same rate as other Standard Property Tax revenues. On average, the proposed increase is estimated to be an additional \$5.50 per household in 2019.
  - Annual increases to Standard Property Tax revenues of 3% per year, plus an additional percentage increase for Annual Development Growth (ADG). ADG quantifies the portion of the annual increase in assessed property value in the Metro Vancouver resulting from development and construction. The Phase Two Plan assumes annual percentage Annual Development Growth (ADG) of:
    - 1.90% in 2018,
    - 2.30 % in 2019 through 2021, and
    - 1.50% in 2020 through 2027.

The actual ADG percentage that TransLink would apply each year would be the lower of the actual growth or the assumed ADG rate.
- Replacement Tax revenues of \$18 million per year.

In total, TransLink anticipates \$4,747 million in Standard Property Tax and Replacement Tax revenues from 2018-27.

## **DEVELOPMENT COST CHARGE**

In spring 2018, the provincial government amended legislation to enable TransLink to levy a DCC for certain types of eligible projects required for the regional transportation system. Development Cost Charges (DCCs) are charges that real estate developers pay towards the capital costs of certain types of projects required for the regional transportation system. Since new development increases demand on public infrastructure throughout the transportation service region, the purpose of DCCs is to ensure that a fair share of those capital costs are paid for by new development. Collection entities (municipalities in the region, UBC and Metro Vancouver) will collect the DCCs from developers on behalf of TransLink when obtaining approvals for subdivision or building permits for new development. The DCCs will be collected throughout the entire Metro Vancouver transportation service region.

The DCCs may, by bylaw or regulation, be waived for certain types of developments (for example, affordable rental housing projects). The cost of a DCC tends to be borne by land owners who are selling property for development, not by homeowners or renters. A new DCC generally reduces the amount that developers would otherwise be willing to pay for land for development sites. As part of setting the DCC rates, TransLink considers a variety of factors, including whether the charges will deter development in the transportation service region or discourage the construction of reasonably priced housing, which may impact housing affordability. TransLink plans on waiving the DCC for most types of not-for-profit rental affordable housing.

The Phase One Plan included \$127 million in new DCC revenues to 2026. This is currently estimated at \$21.5 million per year. The Phase Two Plan includes an estimated additional \$7.5 million per year of DCC revenues. Collection of the DCC fees is expected to begin in 2020. In total, TransLink anticipates \$252 million in DCC revenues from 2018-27.

## **NEW FUNDING CAPACITY TO BE ENABLED**

The Province of British Columbia will enable a new funding capacity for TransLink equivalent to \$30 million per year, starting in 2019.

## **GOVERNMENT TRANSFERS**

Total transfers from government are estimated at \$3,832 million from 2018-27.

## **GOLDEN EARS BRIDGE REPLACEMENT TOLL REVENUE**

TransLink receives compensation from the Province of British Columbia for foregone projected toll revenues from the Golden Ears Bridge. In total, TransLink anticipates \$689 million in replacement toll revenue from 2018-27.

## **CANADA LINE OPERATIONS**

TransLink receives an operating contribution from the Province of British Columbia representing deferred provincial contributions for the Canada Line. In total, TransLink anticipates \$192 million in provincial contributions towards Canada Line operating expenditures from 2018-27.

## **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. In total, TransLink anticipates \$3.88 billion in motor fuel sales tax revenues from 2018-27. Motor fuel sales are assumed to stay constant year over year, due to declining per capita vehicle kilometers travelled and increasing fuel efficiency.

## **HYDRO LEVY**

TransLink collects a hydro levy on every 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. This levy is sometimes referred to as the “Power levy”.

The Phase Two Plan maintains the power levy at the statutory maximum of \$1.90 per account per month. In total, TransLink anticipates \$227 million in power levy revenues from 2018-27.

## **REVENUE RECOVERIES**

TransLink anticipates \$62 million in revenue recoveries from 2018-27.

## **AMORTIZATION OF DEFERRED CONCESSIONAIRE CREDIT**

TransLink amortizes contributions made by the Canada Line concessionaire to design and construct the Canada Line in exchange for the right to operate over the concession term. These dollars are not available to fund operations. TransLink anticipates amortization of \$233 million from the deferred concessionaire credit from 2018-27.

## **INTEREST INCOME**

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. Unrestricted interest from cash balances are anticipated at \$169 million from 2018-27. In total, TransLink anticipates \$656 million in interest income from 2018-27.

## **CAPITAL FUNDING AND PARTNER GOVERNMENT CONTRIBUTIONS**

The Phase Two Plan includes funding from all three levels of government: federal, provincial, and regional. Partner governments contribute to TransLink’s capital projects through a variety of funding programs, including the Public Transit Infrastructure Fund, Building Canada Fund, and the Greater Vancouver Regional Fund.

See Table 6 for a table of capital funding, which includes:

### **PUBLIC TRANSIT INFRASTRUCTURE FUND**

The Public Transit Infrastructure Fund (PTIF) is a federal funding program to strengthen communities and grow the economy by investing in expansion, rehabilitation, modernization, and optimization of public transit infrastructure.

The Phase One Plan included \$370 million committed by the Government of Canada from the first round of PTIF for capital projects. The Phase Two Plan includes \$2.0 billion committed by the Government of Canada from the second round of PTIF for capital projects, including construction of the Millennium Line Broadway Extension and Surrey-Newton-Guildford Line; modernization and expansion of Expo and Millennium Lines; and project development and potential early works for the Surrey-Langley Line. See Table 7 for a list of projects to be funded by PTIF.

### **PROVINCIAL CONTRIBUTION TOWARDS 10-YEAR VISION**

The Government of British Columbia has committed to funding 40% of the Phase Two expansion capital costs of the 10-Year Vision.

The Phase One Plan included \$246 million in provincial contributions towards capital projects from the 10-Year Vision. The Phase Two Plan anticipates \$2.5 billion in provincial contributions for capital projects from the 10-Year Vision.

### **GREATER VANCOUVER REGIONAL FUND**

The Greater Vancouver Regional Fund (GVRF) pools 95% of the per capital allocation of federal gas tax funds of the Metro Vancouver Regional District and its member governments to support eligible regional transportation projects delivered by TransLink. This funding is administered by Metro Vancouver and MVRD Board must approve TransLink’s submittal of eligible projects.

The Plan includes \$1.74 billion in GVRF contributions from 2018-27 to support eligible transit fleet expansion and system modernization projects. See Table 8 for a list of projects to be funded by the GVRF.

## **BUILDING CANADA FUND**

The Building Canada Fund (BCF) is a federal funding program that preceded the Public Transit Infrastructure Fund (PTIF). TransLink has received funding from the BCF for SkyTrain station upgrades.

TransLink continues to apply BCF contributions to projects underway. See Table 9 for a list of projects to be funded by the BCF.

## **SALE OF SURPLUS PROPERTY**

TransLink will apply proceeds from the sale of surplus property to the properties required for the Phase 2 Plan transit expansion. The proceeds utilized are assumed as \$290 million from 2018-27.

## **ESTABLISHED BORROWING LIMIT**

TransLink previously had an established borrowing limit of \$4.0 billion. The Phase Two Plan increases the amount TransLink may borrow by \$1.5 billion so that the revised borrowing limit becomes \$5.5 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 Metro Vancouver Board of Directors on this change to the borrowing limit. On June 14th 2018, the Metro Vancouver Board of Directors transmitted a letter to the Mayors' Council communicating its support for the proposed borrowing limit increase. See Table 5 for the borrowing limit and gross direct borrowing by year, along with selected financial policies.





# CONSULTATION ON THE PHASE TWO PLAN



The SCBCTA Act 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,
- Metro Vancouver Regional District, and
- any municipality and other organization that TransLink considers will be affected.

During the development of the Phase Two Plan in 2017 and 2018, TransLink met these statutory requirements for consultation by:

- Holding eight open house events across the region (Coquitlam, Vancouver, City of North Vancouver, Maple Ridge, Richmond, Surrey, Burnaby, City of Langley) and one informational session (White Rock).
- Providing information on the proposed plan and an online questionnaire at [tenyearvision.translink.ca](http://tenyearvision.translink.ca), as well as commissioning an independent research survey of area residents
- Convening workshops with the Mayors' Council, senior staff from local governments, and region MLAs on proposed investments
- Presentation to the Regional Planning Committee of Metro Vancouver
- Meeting with industry associations and stakeholder groups

Additionally, by practice TransLink consults with the public and stakeholders on major initiatives, including those funded through the Phase Two Plan. Throughout the development period of the Phase Two Plan TransLink also consulted separately on Phase One B-Lines, Area Transport Plans, Transit Fare Review, and the major rapid transit projects. TransLink will continue to consult with the public through project development and implementation and through regular area planning updates.

TransLink received comments on the Plan through 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 open houses on tablet computers and in paper format. A small number of organizations submitted letters to TransLink about the Plan. Over 900 people attended the open houses, and more than 2,700 questionnaires were completed.

In addition to the public consultation questionnaire, an independent research survey was conducted by the external polling group, NRG. The research survey asked the same questions as the public consultation survey, but using a random sample of 2,000 Metro Vancouver adults. The results were then weighted to more accurately represent the known population proportions of age, gender and area of residence.

## TRANSIT AND TRANSPORTATION IMPROVEMENTS

### SUMMARY OF INPUT

Questionnaire participants were asked to rate how important they felt each proposed transportation improvement was for the region. More than two-thirds (66%) of respondents indicated that building the Millennium Line Broadway Extension, more SkyTrain service, and more bus service were “Extremely Important” or “Very important.”

A majority of respondents – more than 50% - rated upgrades to the Expo-Millennium line and upgrading major roads as “Extremely Important” or “Very important.”

Relative to the other improvements, upgrades to cycling and pedestrian infrastructure, more HandyDART service, and building the Surrey-Newton Guildford LRT were more likely to be rated as only “slightly important” or “not at all important.” Still, over 50% of respondents agreed that these improvements were either “Moderately important”, “Very important” or “Extremely important.”

The research survey yielded similar results, but with higher importance given to Surrey-Newton-Guildford LRT (61% of respondents rated the investment as “moderately”, “very”, or “extremely” important), and to upgrading major roads (89% viewed the investment as “moderately”, “very”, or “extremely” important). Respondents to the research survey placed a lower importance on cycling and pedestrian infrastructure investments – only 26% of respondents felt these upgrades were “extremely” or “very” important.

### ASSESSMENT AND RESPONSE TO INPUT

In general there was strong support for increased bus and SkyTrain service across the region, including service to new areas, and for expanding rapid transit as laid out in the Mayors’ 10-Year Vision. Respondents emphasized the urgent need to deliver on the investments in Phase Two and also stressed the need to go further – to contemplate funding the final phase of investments in the Mayors’ Vision.

## FUNDING SOURCES

### SUMMARY OF INPUT

When asked to weigh in on the fairness of each option, the Development Cost Charge on new development received the most favourable response. Approximately 73% of respondents view this source as “Very fair” or “Somewhat fair.” An increase to property taxes received the least favourable response, although respondents were evenly split in their views. Roughly 42% of respondents found a property tax increase to be an unfair source of funding, rating it as either “Somewhat unfair” or “Very unfair,” while 43% of respondents indicated that a property tax increase was a fair source, rating it as “Very fair” or “Somewhat fair.”

Respondents rated an increase to transit fares and an increase to the parking tax similarly, as less fair than a DCC, but more fair than property taxes. 58% and 59% of respondents believed an increase to transit fares and an increase to the parking tax increase as “Very fair” or “Somewhat fair,” respectively. 29% and 28% of respondents thought an increase to the parking tax and an increase to transit fares were “Somewhat unfair” or “Very unfair,” respectively.

Results from the research survey were in line with results from the public questionnaire, where the development cost charge was seen as the fairest funding source and an increase property taxes as the least fare. On average, research survey respondents viewed all funding sources slightly less favourably than respondents to the public questionnaire.

### ASSESSMENT AND RESPONSE TO INPUT

While some respondents were apprehensive about the increases to various funding sources and concerned about a disproportionate burden on different users or groups, many respondents acknowledged that the proposed sources were fair, especially given the existing revenue tools currently available to the region.

# APPENDICES



The Phase Two Plan anticipates revenues from existing and modified sources such as fare revenues and property taxes, but it also contemplates revenue from sources that require enabling legislation from the provincial government.

- An increase to the parking tax that is anticipated to generate \$10 million per year in additional revenue beginning in 2019, and
- New regional funding capacity to be enabled by the Province that is anticipated to generate \$30 million per year in additional revenue beginning in 2019.

The provincial government has committed to advancing the necessary legislative changes for these funding sources by spring 2019. However, if the enabling legislation is delayed or not passed and those funding sources cannot be implemented, 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 in the Phase Two Plan would need to be deferred as outlined in the table below.

EXPANSION IN THE PHASE TWO PLAN		
INVESTMENT CATEGORY	WITH FULL FUNDING	WITH FUNDING REDUCED BY \$40M /YEAR
Conventional bus service	8% increase over previous service levels	Less than 1% increase
HandyDART Service	7% increase over previous service levels	No increase over previous service levels
SkyTrain service	42% increase over previous service levels	37% increase over previous service levels
Roads, walking, & cycling	\$125 million in funding for roads, walking & cycling	No additional funding for roads, walking & cycling

Notes: Previous service levels are defined as budgeted service levels in 2016, the year before implementation of the 10-Year Vision began. Conventional bus service includes both directly operated and contracted bus services.

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

**Appendix A** provides summary schedules assuming the parking tax and new regional funding capacity are enabled and implemented in 2019.

**Appendix B** provides summary schedules assuming an increase to the parking tax and the new regional funding capacity are not enabled and implemented in 2019.

The remaining appendices include:

**Appendix C** provides more detail on planned bus service improvements by sub-region.

**Appendix D** identifies a list of eligible projects to be funded in part by the new regional development cost charge. The funds would be accessed from a reserve fund that will be set up for the development cost charge.

## Appendix A: Schedules with Full Funding

This appendix provides summary schedules for the Phase Two Plan, assuming increases to the parking tax and new regional funding capacity are enabled and implemented in 2019. If the provincial government does not pass enabling legislation, 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.

Schedules for these circumstances – without a parking tax or new regional funding capacity – can be found in Appendix B.

All amounts in Appendix A are in year of expenditure dollars.

## Table 1 : Consolidated Statement of Financial Position

(in thousands of dollars)

For the years ending 31 Dec.

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
<b>Financial assets</b>										
Cash and investments	330,776	443,889	430,433	410,688	398,455	404,692	368,089	307,221	286,513	295,155
Accounts receivable	115,208	118,664	122,224	125,891	129,668	133,558	137,565	141,692	145,942	150,321
Loan receivable	250,734	190,009	127,997	64,670	-	-	-	-	-	-
Restricted cash and investments	623,774	624,803	683,892	826,437	984,055	1,095,231	1,222,023	1,229,462	1,361,640	1,444,762
Debt reserve deposits	29,549	28,182	28,882	26,878	24,370	24,978	23,178	21,816	11,077	6,766
	<b>1,350,040</b>	<b>1,405,547</b>	<b>1,393,428</b>	<b>1,454,564</b>	<b>1,536,548</b>	<b>1,658,459</b>	<b>1,750,855</b>	<b>1,700,190</b>	<b>1,805,172</b>	<b>1,897,004</b>
<b>Liabilities</b>										
Accounts payable and accrued liabilities	(320,201)	(325,004)	(329,879)	(334,827)	(339,850)	(344,947)	(350,122)	(355,373)	(360,704)	(366,115)
Debt	(2,720,678)	(3,112,511)	(3,300,530)	(3,677,554)	(3,898,875)	(4,283,270)	(4,410,682)	(4,355,696)	(4,413,482)	(4,437,566)
Deferred government transfers	(970,392)	(948,792)	(1,005,088)	(1,115,307)	(1,167,545)	(1,198,826)	(1,057,746)	(927,707)	(781,592)	(643,524)
P3 contractor liability	(1,039,955)	(1,061,753)	(1,226,825)	(1,276,560)	(1,320,449)	(1,211,935)	(1,167,024)	(1,117,071)	(1,061,659)	(1,000,338)
Deferred concessionaire credit	(502,448)	(479,111)	(455,774)	(432,437)	(409,099)	(385,762)	(362,425)	(339,088)	(315,751)	(292,413)
Employee future benefits	(138,403)	(141,608)	(148,245)	(155,861)	(164,106)	(173,277)	(183,211)	(193,518)	(204,357)	(215,021)
Deferred lease inducements	(11,648)	(10,811)	(9,973)	(9,136)	(8,298)	(7,461)	(6,623)	(5,785)	(4,948)	(4,110)
	<b>(5,703,726)</b>	<b>(6,079,589)</b>	<b>(6,476,314)</b>	<b>(7,001,680)</b>	<b>(7,308,221)</b>	<b>(7,605,479)</b>	<b>(7,537,833)</b>	<b>(7,294,239)</b>	<b>(7,142,492)</b>	<b>(6,959,087)</b>
<b>Net debt</b>	<b>(4,353,686)</b>	<b>(4,674,043)</b>	<b>(5,082,886)</b>	<b>(5,547,117)</b>	<b>(5,771,674)</b>	<b>(5,947,020)</b>	<b>(5,786,978)</b>	<b>(5,594,048)</b>	<b>(5,337,320)</b>	<b>(5,062,083)</b>
<b>Non-financial assets</b>										
Tangible capital assets	5,561,228	5,981,076	6,563,766	7,004,522	7,201,998	7,501,172	7,498,428	7,358,120	7,333,103	7,401,780
Supplies inventory	67,252	69,269	71,347	73,488	75,692	77,963	80,302	82,711	85,193	87,748
Prepaid expenses	22,045	22,706	23,388	24,089	24,812	25,556	26,323	27,113	27,926	28,764
	<b>5,650,525</b>	<b>6,073,052</b>	<b>6,658,502</b>	<b>7,102,099</b>	<b>7,302,503</b>	<b>7,604,691</b>	<b>7,605,053</b>	<b>7,467,944</b>	<b>7,446,222</b>	<b>7,518,292</b>
<b>Accumulated surplus<sup>1</sup></b>	<b>1,296,839</b>	<b>1,399,009</b>	<b>1,575,615</b>	<b>1,554,982</b>	<b>1,530,829</b>	<b>1,657,671</b>	<b>1,818,075</b>	<b>1,873,895</b>	<b>2,108,902</b>	<b>2,456,209</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 2 : Consolidated Statement of Operations***(in thousands of dollars)*

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018-2027
<b>Revenue</b>											
Taxation	825,072	890,856	947,311	971,643	993,730	1,016,728	1,040,664	1,065,591	1,091,553	1,118,594	9,961,742
Fuel tax	358,409	388,986	389,568	390,156	390,750	391,350	391,955	392,567	393,185	393,809	3,880,735
Property tax											
<i>Standard Property Tax: Previous Year + 3%</i>	355,882	366,558	396,286	417,289	439,405	459,179	479,842	501,435	523,999	547,579	4,487,455
<i>Standard Property Tax: Additional</i>	-	18,185	8,849	9,318	6,399	6,687	6,988	7,302	7,631	7,974	79,335
<i>Replacement tax</i>	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	180,000
Parking Rights	71,523	77,541	83,704	84,959	86,234	87,527	88,840	90,173	91,525	92,898	854,923
Hydro levy	21,258	21,585	21,905	22,225	22,534	22,847	23,153	23,463	23,778	24,096	226,843
Development cost charges	-	-	29,000	29,696	30,409	31,139	31,886	32,651	33,435	34,237	252,452
Transit											
<i>Fares</i>	585,172	617,514	654,591	688,901	731,786	763,146	803,561	856,535	885,601	918,833	7,505,641
<i>Other transit</i>	21,634	23,254	22,985	24,270	23,902	25,136	25,661	26,680	26,101	27,125	246,748
New Regional Funding Capacity	-	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	270,000
Government transfers - Capital	340,877	219,320	326,713	174,903	105,529	259,991	351,564	259,394	409,951	502,484	2,950,726
Government transfers - Operating	19,227	19,227	19,227	19,227	19,227	19,227	19,227	19,227	19,227	19,227	192,270
Government transfers - Golden Ears Bridge tolling replacement	57,866	60,072	62,366	64,751	67,231	69,810	72,492	75,281	78,181	81,197	689,248
Investment income - Restricted	42,585	40,013	41,562	43,931	45,339	46,557	53,395	57,544	59,971	56,195	487,091
Investment income - Unrestricted	9,355	11,402	13,812	15,401	19,074	21,497	22,530	20,227	18,235	17,606	169,139
Amortization of deferred concessionaire credit	23,337	23,337	23,337	23,337	23,337	23,337	23,337	23,337	23,337	23,337	233,372
Revenue Recoveries	6,036	6,481	6,218	6,265	5,888	6,002	6,101	6,220	6,341	6,464	62,016
Sub Total Continuing Operations Revenue	1,931,161	1,941,475	2,148,122	2,062,630	2,065,043	2,281,431	2,448,533	2,440,036	2,648,498	2,801,064	22,767,994
Gain on disposal	(447)	(456)	(465)	(475)	(484)	(494)	(504)	(514)	(524)	(534)	(4,896)
<b>Total Revenue (PSAB)</b>	<b>1,930,714</b>	<b>1,941,019</b>	<b>2,147,657</b>	<b>2,062,155</b>	<b>2,064,559</b>	<b>2,280,938</b>	<b>2,448,029</b>	<b>2,439,522</b>	<b>2,647,974</b>	<b>2,800,530</b>	<b>22,763,097</b>
<b>Expenditures</b>											
Bus	733,402	764,285	814,142	864,667	897,650	917,172	936,524	957,055	977,637	999,069	8,861,602
Corporate	95,175	94,500	101,513	106,033	107,610	111,129	115,384	120,725	124,195	127,184	1,103,449
Rail	309,736	332,478	356,810	362,433	388,243	398,136	436,794	486,132	496,983	508,078	4,075,822
Roads and bridges	104,255	149,646	138,626	140,568	76,865	79,237	81,671	84,247	86,578	90,280	1,031,974
Transit Police	38,397	40,912	41,381	42,208	43,053	43,914	44,792	45,688	46,601	47,534	434,480
Amortization of tangible capital assets <sup>1</sup>	220,618	253,145	283,741	307,952	324,627	354,698	376,681	371,787	366,440	373,529	3,233,218
Interest	181,471	192,126	209,047	225,343	233,259	244,270	290,178	310,329	307,732	301,758	2,495,512
Sub Total Continuing Operations Expenditures	1,683,055	1,827,092	1,945,260	2,049,204	2,071,306	2,148,555	2,282,024	2,375,963	2,406,166	2,447,431	21,236,056
Corporate - onetime expenditures	31,136	11,758	25,791	33,584	17,406	5,541	5,601	7,738	6,802	5,791	151,147
<b>Total Expenditures (PSAB)</b>	<b>1,714,190</b>	<b>1,838,850</b>	<b>1,971,051</b>	<b>2,082,788</b>	<b>2,088,712</b>	<b>2,154,096</b>	<b>2,287,626</b>	<b>2,383,701</b>	<b>2,412,968</b>	<b>2,453,223</b>	<b>21,387,204</b>
<b>Surplus (Deficit) for the period (PSAB)</b>	<b>216,524</b>	<b>102,170</b>	<b>176,606</b>	<b>(20,633)</b>	<b>(24,153)</b>	<b>126,842</b>	<b>160,404</b>	<b>55,820</b>	<b>235,007</b>	<b>347,307</b>	<b>1,375,894</b>
<b>Accumulated Surplus<sup>1</sup>, beginning of the year</b>	<b>1,080,315</b>	<b>1,296,839</b>	<b>1,399,009</b>	<b>1,575,615</b>	<b>1,554,982</b>	<b>1,530,829</b>	<b>1,657,671</b>	<b>1,818,075</b>	<b>1,873,895</b>	<b>2,108,902</b>	<b>1,080,315</b>
<b>Accumulated Surplus<sup>1</sup>, end of the year</b>	<b>1,296,839</b>	<b>1,399,009</b>	<b>1,575,615</b>	<b>1,554,982</b>	<b>1,530,829</b>	<b>1,657,671</b>	<b>1,818,075</b>	<b>1,873,895</b>	<b>2,108,902</b>	<b>2,456,209</b>	<b>2,456,209</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 3 : Consolidated Statement of Changes in Net Debt***(in thousands of dollars)*

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
<b>Surplus for the year</b>	216,524	102,170	176,606	(20,633)	(24,153)	126,842	160,404	55,820	235,007	347,307
Acquisition of tangible capital assets	(786,358)	(672,992)	(866,431)	(748,707)	(522,104)	(653,871)	(373,937)	(231,479)	(341,424)	(442,206)
Amortization of tangible capital assets	220,618	253,145	283,741	307,952	324,627	354,698	376,681	371,787	366,440	373,529
Gain on disposal of tangible capital assets	-	-	-	-	-	-	-	-	-	-
Net Proceeds from disposal of tangible capital assets	-	-	-	-	-	-	-	-	-	-
Tangible capital assets contributed to (from) municipalities	(12,000)	-	-	-	-	-	-	-	-	-
Write-down of tangible capital assets										
	<b>(577,740)</b>	<b>(419,848)</b>	<b>(582,690)</b>	<b>(440,755)</b>	<b>(197,477)</b>	<b>(299,173)</b>	<b>2,744</b>	<b>140,308</b>	<b>25,016</b>	<b>(68,677)</b>
Changes in supplies inventory	(1,959)	(2,018)	(2,078)	(2,140)	(2,205)	(2,271)	(2,339)	(2,409)	(2,481)	(2,556)
Changes in prepaid expenses	(642)	(661)	(681)	(702)	(723)	(744)	(767)	(790)	(813)	(838)
	<b>(2,601)</b>	<b>(2,679)</b>	<b>(2,759)</b>	<b>(2,842)</b>	<b>(2,927)</b>	<b>(3,015)</b>	<b>(3,106)</b>	<b>(3,199)</b>	<b>(3,295)</b>	<b>(3,394)</b>
<b>(Increase) decrease in net debt</b>	<b>(363,817)</b>	<b>(320,357)</b>	<b>(408,844)</b>	<b>(464,231)</b>	<b>(224,557)</b>	<b>(175,347)</b>	<b>160,042</b>	<b>192,930</b>	<b>256,728</b>	<b>275,237</b>
<b>Net debt, beginning of year</b>	<b>(3,989,869)</b>	<b>(4,353,686)</b>	<b>(4,674,043)</b>	<b>(5,082,886)</b>	<b>(5,547,117)</b>	<b>(5,771,674)</b>	<b>(5,947,020)</b>	<b>(5,786,978)</b>	<b>(5,594,048)</b>	<b>(5,337,320)</b>
<b>Net debt, end of year</b>	<b>(4,353,686)</b>	<b>(4,674,043)</b>	<b>(5,082,886)</b>	<b>(5,547,117)</b>	<b>(5,771,674)</b>	<b>(5,947,020)</b>	<b>(5,786,978)</b>	<b>(5,594,048)</b>	<b>(5,337,320)</b>	<b>(5,062,083)</b>

**Table 4 : Consolidated Statement of Cash Flows**  
(in thousands of dollars)

For the years ending 31 Dec.	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018-2027
<b>Cash provided by (used for):</b>											
<b>Operating transactions:</b>											
<b>Surplus for the year</b>	<b>216,524</b>	<b>102,170</b>	<b>176,606</b>	<b>(20,633)</b>	<b>(24,153)</b>	<b>126,842</b>	<b>160,404</b>	<b>55,820</b>	<b>235,007</b>	<b>347,307</b>	<b>1,375,894</b>
Non-cash changes to operations:											
Amortization of capital assets	220,618	253,145	283,741	307,952	324,627	354,698	376,681	371,787	366,440	373,529	3,233,218
Amortization of bond issue costs	(100)	(279)	(261)	(613)	(634)	(646)	(577)	(736)	(786)	(825)	(5,457)
Amortization of debt issue costs	-	-	-	-	-	-	-	-	-	-	-
Amortization of Deferred Concessionaire credits	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(233,372)
Amortization of deferred government transfers	(340,877)	(219,320)	(326,713)	(174,903)	(105,529)	(259,991)	(351,564)	(259,394)	(409,951)	(502,484)	(2,950,726)
Government transfers revenue - asset received	-	-	-	-	-	-	-	-	-	-	-
Write-down of capital assets/deferred lease inducements	(838)	(838)	(838)	(838)	(838)	(838)	(838)	(838)	(838)	(838)	(8,376)
Gain on disposal of Real Estate	-	-	-	-	-	-	-	-	-	-	-
Net change in contractor liability	65,905	65,525	65,023	64,390	63,614	64,242	79,166	75,727	71,912	67,693	683,197
Loan Receivables interest - transfer from restricted fund	(6,536)	(5,275)	(3,988)	(2,673)	(1,330)	-	-	-	-	-	(19,803)
<b>Non-cash changes to operations</b>	<b>(85,166)</b>	<b>69,620</b>	<b>(6,373)</b>	<b>169,978</b>	<b>256,573</b>	<b>134,129</b>	<b>79,532</b>	<b>163,209</b>	<b>3,441</b>	<b>(86,261)</b>	<b>698,682</b>
<b>Changes in non-cash operating working capital</b>	<b>15,276</b>	<b>1,873</b>	<b>5,193</b>	<b>6,055</b>	<b>6,564</b>	<b>7,364</b>	<b>7,996</b>	<b>8,233</b>	<b>8,624</b>	<b>8,304</b>	<b>75,480</b>
	<b>146,634</b>	<b>173,663</b>	<b>175,427</b>	<b>155,400</b>	<b>238,984</b>	<b>268,334</b>	<b>247,932</b>	<b>227,262</b>	<b>247,071</b>	<b>269,349</b>	<b>2,150,055</b>
<b>Capital transactions:</b>											
Net Proceed/(Purchase) for Real Estate Transactions	44,611	118,964	26,425	-	-	-	-	-	-	-	190,000
Purchase of capital assets (excluding MRN)	(786,358)	(672,992)	(866,431)	(748,707)	(522,104)	(653,871)	(373,937)	(231,479)	(341,424)	(442,206)	(5,639,510)
	<b>(741,747)</b>	<b>(554,028)</b>	<b>(840,006)</b>	<b>(748,707)</b>	<b>(522,104)</b>	<b>(653,871)</b>	<b>(373,937)</b>	<b>(231,479)</b>	<b>(341,424)</b>	<b>(442,206)</b>	<b>(5,449,510)</b>
<b>Investing transactions:</b>											
(Increase)/decrease in Self-administered sinking fund	(51,686)	(62,445)	(27,586)	(84,350)	(99,179)	(110,110)	(124,353)	(4,377)	(128,462)	(87,253)	(779,802)
(Increase)/decrease in Cash restricted	10,000	9,280	8,441	7,490	7,275	7,051	6,782	6,527	6,257	5,969	75,072
Decrease/(increase) in debt reserve fund deposits	3,205	1,367	(700)	2,004	2,508	(608)	1,800	1,362	10,739	4,311	25,988
External Funding of Assets (non-government funding)	-	29,209	174,454	61,245	57,686	(90,164)	-	-	-	-	232,429
	<b>(38,482)</b>	<b>(22,590)</b>	<b>154,609</b>	<b>(13,611)</b>	<b>(31,711)</b>	<b>(193,831)</b>	<b>(115,772)</b>	<b>3,513</b>	<b>(111,466)</b>	<b>(76,972)</b>	<b>(446,313)</b>
<b>Financing transactions:</b>											
Short-term borrowing	-	-	-	-	-	-	-	-	-	-	-
Bonds issued	345,874	484,396	336,048	485,647	326,191	480,979	217,682	160,021	139,063	144,382	3,120,283
Premium on financing	-	-	-	-	-	-	-	-	-	-	-
Sinking Funds Maturities	138,800	50,000	-	66,200	80,000	-	65,000	-	280,000	260,000	940,000
Sinking Fund interest	(27,981)	(24,646)	(24,981)	(27,513)	(26,843)	(25,331)	(27,602)	(26,717)	(28,918)	(20,008)	(260,540)
Sinking Fund payments	(44,012)	(36,357)	(34,700)	(34,700)	(32,698)	(30,278)	(30,278)	(28,313)	(28,313)	(18,910)	(318,558)
P3 contractor liability payment	(71,507)	(72,936)	(74,405)	(75,900)	(77,410)	(82,591)	(124,077)	(125,679)	(127,324)	(129,014)	(960,845)
Government transfers received for capital additions	338,635	192,867	377,326	278,864	150,246	283,154	201,264	119,765	253,863	354,044	2,550,028
Short-term debt repayments	(15,696)	(28,752)	(35,493)	(43,139)	(41,968)	(37,531)	(28,945)	(26,300)	(23,260)	(22,023)	(303,107)
Bonds matured	(141,266)	(52,529)	(52,593)	(68,859)	(82,727)	(2,797)	(67,868)	(132,941)	(280,000)	(310,000)	(1,191,581)
Payments received for Land Reserve net to unrestricted	2,712	4,026	5,313	6,573	7,807	-	-	-	-	-	26,432
	<b>525,560</b>	<b>516,069</b>	<b>496,514</b>	<b>587,173</b>	<b>302,598</b>	<b>585,605</b>	<b>205,175</b>	<b>(60,164)</b>	<b>185,110</b>	<b>258,472</b>	<b>3,602,112</b>
<b>Increase/(decrease) in cash</b>	<b>(108,035)</b>	<b>113,113</b>	<b>(13,456)</b>	<b>(19,745)</b>	<b>(12,233)</b>	<b>6,236</b>	<b>(36,603)</b>	<b>(60,868)</b>	<b>(20,708)</b>	<b>8,642</b>	<b>(143,656)</b>
<b>Cash, beginning of period</b>	<b>438,811</b>	<b>330,776</b>	<b>443,889</b>	<b>430,433</b>	<b>410,688</b>	<b>398,455</b>	<b>404,692</b>	<b>368,089</b>	<b>307,221</b>	<b>286,513</b>	<b>438,811</b>
<b>Cash, end of period</b>	<b>330,776</b>	<b>443,889</b>	<b>430,433</b>	<b>410,688</b>	<b>398,455</b>	<b>404,692</b>	<b>368,089</b>	<b>307,221</b>	<b>286,513</b>	<b>295,155</b>	<b>295,155</b>

**Table 5 : Projected Borrowing Compared to Borrowing Limit and Select Financial Ratios**

(in millions of dollars)

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
<b>Established Borrowing Limit - Gross Direct Debt</b>	<b>5,500</b>	<b>5,500</b>	<b>5,500</b>	<b>5,500</b>	<b>5,500</b>	<b>5,500</b>	<b>5,500</b>	<b>5,500</b>	<b>5,500</b>	<b>5,500</b>
Closing Gross Direct Borrowing	3,301	3,704	3,952	4,325	4,525	4,965	5,086	5,086	4,921	4,724
Total Closing Net Direct Borrowing	<b>2,434</b>	<b>2,765</b>	<b>2,924</b>	<b>3,219</b>	<b>3,344</b>	<b>3,617</b>	<b>3,622</b>	<b>3,564</b>	<b>3,504</b>	<b>3,454</b>
Net MFA Debt, net of DRF	557	494	431	367	307	247	188	131	83	48
Net TL Direct	1,877	2,270	2,493	2,852	3,037	3,370	3,434	3,434	3,421	3,406
Net Debt (Closing Net Borrowing) <sup>1</sup>	3,976	4,305	4,607	4,928	5,073	5,215	5,152	5,020	4,882	4,747
New Direct Borrowing for Capital <sup>2</sup>	346	484	336	486	326	481	218	160	139	144
Net Debt / Operating Revenues <300%	262%	261%	264%	273%	271%	270%	258%	241%	228%	216%
Gross Interest / Operating Revenues <20%	12%	12%	12%	12%	12%	13%	15%	15%	14%	14%
Net Debt per capita <sup>3</sup> <\$2,000	1,520	1,623	1,713	1,808	1,837	1,863	1,816	1,746	1,676	1,608
Accumulated Funding Resources (AFR) <sup>4</sup>	331	444	430	411	398	405	368	307	287	295
AFR as a percentage of Total Funding Requirements <sup>5</sup>	21.4%	27.6%	24.8%	22.3%	20.9%	20.9%	17.7%	14.1%	13.0%	13.2%
Minimum AFR required to meet Policy (%):	15%	15%	15%	12%	12%	12%	12%	12%	12%	12%
Excess/(shortfall) from minimum	99	203	170	190	170	172	119	45	21	26

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

2: Excludes debt refinancing

3: Includes all Direct and Indirect Debt

4: Accumulated Funding Resources (AFR) = Unrestricted Cash & Investments

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

**Table 6A : Capital Expenditures and Infrastructure Contributions**

(in millions of dollars)

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018-2027
<b>Capital Expenditures</b>											
<b>Bus</b>											
Base Capital											
Equipment	21	3	1	5	5	-	-	-	-	-	34
Facilities	24	30	5	3	3	4	3	3	7	2	84
Infrastructure	51	45	41	25	21	13	13	14	8	12	241
Technology	2	4	2	-	-	-	-	-	-	-	7
Vehicles	297	115	144	27	24	137	197	111	281	393	1,726
New For Phase 2											
Infrastructure	32	10	40	121	45	3	2	2	2	2	258
Vehicles	-	-	119	76	-	-	-	-	1	1	196
<b>Bus Total</b>	<b>428</b>	<b>206</b>	<b>350</b>	<b>256</b>	<b>98</b>	<b>156</b>	<b>214</b>	<b>130</b>	<b>299</b>	<b>410</b>	<b>2,547</b>
<b>Rail</b>											
Base Capital											
Equipment	24	32	26	13	3	-	-	-	-	-	97
Facilities	11	20	2	2	3	3	-	-	-	-	41
Infrastructure	97	124	48	46	47	23	20	32	16	11	463
Technology	12	14	11	9	-	1	-	1	-	-	47
Vehicles	36	25	13	1	9	97	92	21	-	-	294
New For Phase 2											
Facilities	41	9	25	27	2	1	28	29	1	1	165
Infrastructure	60	174	359	354	337	350	-	-	-	-	1,634
Vehicles	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Total</b>	<b>279</b>	<b>398</b>	<b>484</b>	<b>451</b>	<b>401</b>	<b>475</b>	<b>140</b>	<b>83</b>	<b>18</b>	<b>12</b>	<b>2,741</b>
<b>Corporate</b>											
Equipment	-	-	-	-	-	-	-	-	-	-	-
Facilities	3	3	-	-	-	-	-	-	-	-	6
Infrastructure	57	4	-	-	-	-	-	-	-	-	61
Technology	14	26	20	23	21	22	17	18	23	19	201
Non-Revenue Vehicles	1	-	-	-	1	1	1	-	-	1	5
<b>Corporate Total</b>	<b>73</b>	<b>33</b>	<b>21</b>	<b>24</b>	<b>22</b>	<b>22</b>	<b>18</b>	<b>18</b>	<b>24</b>	<b>20</b>	<b>273</b>
<b>TransLink-Owned Roads and Bridges</b>											
TransLink-Owned Cycling - Base	6	8	1	1	1	1	1	1	1	1	22
TransLink-Owned Cycling - New for Phase Two	-	-	5	5	-	-	-	-	-	-	11
TransLink-Owned Cycling	6	8	6	6	1	1	1	1	1	1	33
TransLink-Owned Roads and Bridges	13	28	5	12	-	-	-	-	-	-	58
<b>TransLink-Owned Roads and Bridges Total</b>	<b>19</b>	<b>36</b>	<b>12</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>91</b>
<b>Sub-total TransLink Capital Expenditures</b>	<b>799</b>	<b>673</b>	<b>866</b>	<b>749</b>	<b>522</b>	<b>654</b>	<b>374</b>	<b>231</b>	<b>341</b>	<b>442</b>	<b>5,652</b>

**Table 6B : Capital Expenditures and Infrastructure Contributions**

(in millions of dollars)

Capital Infrastructure Contributions	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018-2027
<b>Municipal-Owned Walking and Cycling</b>											
Walking											
Base	1	5	-	-	-	-	-	-	-	-	6
New for Phase Two	-	-	6	6	-	-	-	-	-	-	11
Total	1	5	6	6	-	-	-	-	-	-	18
Regional Cycling											
Base	8	21	5	4	2	2	2	2	2	2	48
New for Phase Two	-	-	13	14	-	-	-	-	-	-	27
Total	8	21	19	18	2	2	2	2	2	2	75
<b>Municipal-Owned Walking and Cycling Total</b>	<b>10</b>	<b>26</b>	<b>24</b>	<b>24</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>93</b>
<b>Municipal-Owned Roads</b>											
MRN Pavement Rehab											
Base	22	22	23	24	25	26	28	29	29	32	261
New for Phase Two	-	-	-	-	-	-	-	-	-	-	-
Total	22	22	23	24	25	26	28	29	29	32	261
MRN Upgrades											
Base	15	34	4	3	-	-	-	-	-	-	56
New for Phase Two	-	-	22	23	-	-	-	-	-	-	46
Total	15	34	27	26	-	-	-	-	-	-	102
MRN Seismic											
Base	7	21	3	2	-	-	-	-	-	-	33
New for Phase Two	-	-	15	15	-	-	-	-	-	-	30
Total	7	21	17	17	-	-	-	-	-	-	62
<b>Municipal-Owned Roads Total</b>	<b>43</b>	<b>77</b>	<b>67</b>	<b>68</b>	<b>25</b>	<b>26</b>	<b>28</b>	<b>29</b>	<b>29</b>	<b>32</b>	<b>425</b>
<b>Sub-total Capital Infrastructure Contributions</b>	<b>53</b>	<b>103</b>	<b>91</b>	<b>92</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b>	<b>33</b>	<b>518</b>
<b>Total Capital Expenditures and Infrastructure Contributions</b>	<b>852</b>	<b>776</b>	<b>958</b>	<b>841</b>	<b>549</b>	<b>682</b>	<b>403</b>	<b>262</b>	<b>372</b>	<b>475</b>	<b>6,170</b>

**Table 6C : Capital Expenditures and Infrastructure Contributions**

(in millions of dollars)

<b>Capital Funding Contributions</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>2027</b>	<b>Total 2018-2027</b>
<b>Federal</b>											
Federal Public Transit Infrastructure Fund (PTIF)	85	53	133	187	129	155	20	20	1	1	784
<b>Municipal</b>	13	1	1	1	1	1	1	1	1	-	18
<b>Regional</b>											
Greater Vancouver Regional Fund (GVRF)	251	117	244	91	21	127	181	99	253	353	1,737
Additional Regional Proceeds from Sale of Assets	60	60	60	5	5	-	-	-	-	-	190
Regional Proceeds from Sale of Assets	10	10	10	10	10	10	10	10	10	10	100
<b>P3 &amp; Bridge Finance</b>	-	29	174	61	58	50	-	-	-	-	373
<b>Other</b>	87	22	-	-	-	-	-	-	-	-	109
<b>Total Capital Funding Contributions</b>	<b>506</b>	<b>292</b>	<b>622</b>	<b>355</b>	<b>223</b>	<b>343</b>	<b>211</b>	<b>130</b>	<b>264</b>	<b>364</b>	<b>3,310</b>

*Note: TransLink's financial statements reflect the financial assets that are owned by TransLink. As part of the investment plan, the province will be contributing funds for which they will be receiving assets. These funds and assets are treated as recoveries and are not recognized on TransLink's financial statements. In addition to the provincial funds contributed, the province will also receive a proportional share of the federal funds contributed towards the expansion projects which are also treated as recoveries and not included in TransLink's financial statements. See below for respective Federal and Provincial contributions.*

<b>Federal</b>	61	70	72	293	184	131	262	254	76	4	1,408
<b>Provincial</b>	303	315	396	417	291	241	304	396	106	6	2,776

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**Table 7A : Projects Funded by the Public Transit Infrastructure Fund (PTIF1)**

PTIF PROJECT NUMBER	PROJECT	DETAILS
MV-001	South of Fraser RT Planning & Design	Planning, design, and related activities required to advance to procurement readiness
MV-002	South of Fraser RT Early Works	Design / construction of new transit exchanges at future stations, bridge replacement and road widening in public rights of way, and utility relocation away from track alignment. Allows project to continue to advance during procurement stage.
MV-003	Millennium Line extension (Broadway) Planning & Design	Planning, design, and related activities required to advance to procurement readiness
MV-004	Millennium Line extension (Broadway) Early Works	Power supply and Operations and Maintenance Centre upgrades. Allows project to continue to advance during procurement stage.
MV-005	Rapid Transit Fleet Expansion - Expo Line	20 new Expo Line vehicles to increase capacity of existing SkyTrain network.
MV-006	Rapid Transit Fleet Expansion - Millennium Line	8 new Millennium Line vehicles to increase capacity of existing SkyTrain network.
MV-007	Rapid Transit Fleet Expansion - Canada Line	Up to 24 new Canada Line vehicles to increase capacity of Richmond / Airport / Vancouver rapid transit corridor.
MV-008	Rapid Transit Fleet Expansion - West Coast Express	Acquisition of 2 refurbished WCE locomotives and refurbishment of 6 existing WCE locomotives for Mission to Vancouver commuter rail service
MV-009	Rapid Transit Fleet Expansion - SeaBus	1 new SeaBus vessel to increase service on Vancouver/North Vancouver marine link.
MV-010	Rapid Transit stations and facilities	Expo / Millennium and Canada Line station and facilities upgrades - design / construction of upgrades to increase station and maintenance capacity, add entrances, and improve safety.
MV-011	Bus facilities and exchanges	Safety and design improvements to 3-4 transit exchanges, including Lonsdale Quay and Phibbs Exchange in North Vancouver
MV-012	Multimodal station amenities	Construction of 8 bike parkades at Evergreen and Canada Line stations and bus exchanges
MV-013	Rapid Transit Systems Rehabilitation and Maintenance	Rehabilitation of SkyTrain station components, communications systems, and other system infrastructure across SkyTrain network
MV-014	Bus / SeaBus Systems Rehabilitation and Maintenance	Rehabilitation of exchanges, maintenance centres, terminals, electric trolley network, on-bus systems, and other bus / SeaBus infrastructure and facilities
MV-015	Information technology	Upgrades to communications technology on buses and at major SkyTrain facilities.
MV-016	Rapid Transit Fleet Expansion - SkyTrain Network	28 additional SkyTrain vehicles to meet growth in demand to 2020
MV-017	SkyTrain Storage Facility	Expanded SkyTrain vehicle storage facility (with added scope including modifications to existing vehicle storage facility to better integrate with the new storage facility and to minimize impact of construction on operations)



**Table 7B : Projects Funded by the Public Transit Infrastructure Fund (PTIF2)**

PROJECT	DETAILS
Surrey-Newton-Guildford LRT	Surrey-Newton-Guildford Light Rail Transit (SNG LRT) project is a 10.5-kilometre LRT line extending from Surrey City Centre east along 104 Avenue to Guildford Town Centre and south down King George Boulevard to Newton Town Centre.
Millennium Line Broadway Extension	Millennium Line Broadway Extension (MLBE) is a 5.7-kilometre SkyTrain extension to the existing Millennium Line SkyTrain system from its current terminus at VCC-Clark Station to a new western terminus station at Arbutus Street.
Expo/Millennium Line Upgrade	The Expo and Millennium Upgrade Program (EMUP) expands the capacity of the existing Expo and Millennium Lines addressing shortfalls in capacity in the existing rapid transit network and supporting planned expansions including the Millennium Line Broadway Extension (MLBE).
Investments in bus infrastructure, roads, cycling and walking	Construction of a new Transit Depot and upgrades to existing depots, improvements to B-Line corridors and bus speed/reliability improvements along with investments in roads, cycling networks and walking access to transit.
Surrey-Langley Line LRT	Project development and early works for Surrey-Langley line.

**Table 8 : Projects Funded by the Greater Vancouver Regional Fund**

Category	Year	PROJECT
Bus Infrastructure	2014	TOH Metrotown Group Rectifier Replacement
Bus Fleet	2014	2015 Community Shuttle Replacement
		2015 Conventional Replacement Buses
	2015	2016 Conventional Bus Replacement
		2016 Community Shuttle Replacement
	2016	2017 Conventional Bus Replacement
		2017 HandyDART Vehicle Replacement (AIP)
		2017 Community Shuttle Replacement
	2017	Equipment for Deferred Retirement Program
		2018 Community Shuttle Replacement
		2018 Conventional Bus Replacement
		2018 HandyDART Vehicle Replacement
		Bus-Vehicles Conventional 40
		Bus-Vehicles Conventional 60
		Community Shuttle Vehicles (Expansion)
		CUTRIC Battery Electric Bus Trial
		HandyDART Vehicles
	2018	2019 Community Shuttle Replacement
		2019 Conventional Bus Expansion (40H)
		2019 Conventional Bus Replacement
		2019 HandyDART Vehicles Expansion
		2019 HandyDart Vehicle Replacement
	2019	Bus-Vehicles Conventional 40 (Expansion)
		Bus-Vehicles Conventional 60 (Expansion)
		Community Shuttle Vehicles (Expansion)
		Community Shuttle Vehicles Replacement
		Conventional Bus Replacement
		HandyDART Vehicles (Expansion)
		HandyDART Vehicle Replacement
	2020	Community Shuttle Replacement
		HandyDART Vehicle Replacement
	2021	Community Shuttle Replacement
		HandyDART Vehicle Replacement
2022	Community Shuttle Replacement	
	Conventional Bus Replacement	
	HandyDART Vehicle Replacement	
2023	Community Shuttle Replacement	
	Conventional Bus Replacement	
	HandyDART Vehicle Replacement	
2024	Community Shuttle Vehicles Replacement	
	Conventional Bus Replacement	
	HandyDART Vehicle Replacement	
2025	Community Shuttle Replacement	
	Conventional Bus Replacement	
	HandyDART Vehicle Replacement	
2026	Community Shuttle Replacement	
	Conventional Bus Replacement	
	HandyDART Vehicle Replacement	
2027	Community Shuttle Replacement	
	Conventional Bus Replacement	
	HandyDART Vehicle Replacement	
Rail	2014	ATC Existing Equipment Replacement-Phase 2
	2012	100-400 Series MK I Refurbishment Project
	2019	MK refurb/overhaul
	2020	MKI refurbishment (500-600 series will be 30 years old in 2021) - 16 cars
	2023	MKII Mid-Life Overhaul (1300-1400 series) - 48 cars

**Table 9 : Projects Funded by the Building Canada Fund**

<b>Category</b>	<b>PROJECT</b>
Rail	Surrey Central Station Upgrades Construction

**Table 10 : Major Capital Projects over \$50 Million**

(in millions of dollars)

PROJECT	PROJECT	GROSS	Cash Flow										Total 2018-2027
	START YEAR	PROJECT COST	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
<b>Fleet Replacement</b>													
2016 Conventional Bus Replacements	2015	89	5	31	-	-	-	-	-	-	-	-	37
2017 Conventional Bus Replacements	2016	97	95	2	-	-	-	-	-	-	-	-	97
2018 Conventional Bus Replacements	2017	65	62	3	-	-	-	-	-	-	-	-	65
2020 Conventional Bus Replacements	2019	71	-	-	67	4	-	-	-	-	-	-	71
2023 Conventional Bus Replacements	2022	125	-	-	-	-	-	122	3	-	-	-	125
2024 Conventional Bus Replacements	2023	179	-	-	-	-	-	-	170	9	-	-	179
2025 Conventional Bus Replacements	2024	95	-	-	-	-	-	-	-	93	2	-	95
2026 Conventional Bus Replacements	2025	268	-	-	-	-	-	-	-	-	252	16	268
2027 Conventional Bus Replacements	2026	351	-	-	-	-	-	-	-	-	-	351	351
Replacement of SkyTrain MKI Vehicles	2021	205	-	-	-	-	9	90	85	21	-	-	205
<b>Fleet Expansion</b>													
Expansion of 40-ft Conventional Bus Fleet	2017	68	68	-	-	-	-	-	-	-	-	-	68
Expansion of 40-ft Conventional Bus Fleet	2018	51	-	51	-	-	-	-	-	-	-	-	51
Expansion of 60-ft Conventional Bus Fleet	2019	82	-	-	82	-	-	-	-	-	-	-	82
Canada Line Fleet Expansion	2017	88	44	0	-	-	-	-	-	-	-	-	44
Expo/Millennium Line Fleet Expansion (56 cars)	2017	215	68	63	4	-	-	-	-	-	-	-	135
Expo/Millennium Line Fleet Expansion (108 cars)	2020	488	-	-	12	116	64	54	131	68	43	-	488
Expo/Millennium Line Fleet Expansion (50 cars)	2024	237	-	-	-	-	-	-	9	99	129	-	237
<b>Upgrades to Existing Infrastructure</b>													
Expo Line Burrard Station Upgrade	2018	64	6	9	16	16	17	-	-	-	-	-	64
SkyTrain OMC Upgrades	2019	59	5	5	12	13	13	6	-	-	-	-	54
Expo Line Guideway Seismic Upgrade	2020	53	-	-	3	10	10	10	10	10	-	-	53
Expo/Millennium Line Upgrade - Storage	2018	267	73	16	42	43	-	-	46	47	-	-	267
Expo/Millennium Line Upgrade - Maintenance	2019	72	-	13	14	14	15	15	-	-	-	-	72
Expo/Millennium Line Upgrade - Power	2018	79	7	7	-	9	9	9	9	9	10	10	79
Expo/Millennium Line Upgrade - System	2018	96	4	15	28	29	19	1	-	-	-	-	96
Metrotown Station and Exchange Upgrade Construction	2012	69	15	-	-	-	-	-	-	-	-	-	15
Commercial Broadway SkyTrain Station Phase 2 Upgrade Construction	2012	73	28	-	-	-	-	-	-	-	-	-	28
<b>Infrastructure Expansion</b>													
Bus Depot	2018	207	31	5	30	107	33	1	-	-	-	-	207
Surrey-Newton-Guildford LRT	2018	1,646	77	188	352	348	331	350	-	-	-	-	1,646
Millennium Line Broadway Extension *	2018	2,833	218	234	818	510	361	289	392	-	-	-	2,823
<b>Total Major Capital Project Gross Costs</b>		<b>8,292</b>	<b>807</b>	<b>643</b>	<b>1,479</b>	<b>1,219</b>	<b>881</b>	<b>948</b>	<b>856</b>	<b>356</b>	<b>436</b>	<b>377</b>	<b>8,001</b>
Other Capital Projects			457	416	305	240	117	78	84	76	87	75	1,935
Capital Infrastructure Contributions			53	103	91	92	27	28	29	30	31	33	518
<b>Total Capital Project Gross Costs</b>			<b>1,316</b>	<b>1,162</b>	<b>1,876</b>	<b>1,551</b>	<b>1,025</b>	<b>1,054</b>	<b>968</b>	<b>462</b>	<b>554</b>	<b>485</b>	<b>10,454</b>

Note: Any cash flow data beyond 10 years that constitute part of gross project cost is not included in above cash flow projection table

\* Total project reported if TransLink delivers, if Province delivers TransLink's portion is shown below.

Millennium Line Broadway Extension TL portion if Province Delivers

1	33	26	14	10	16	40	8	148
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**Table 11A : Conventional Transit Service Levels**

(Thousands of Service Hours)

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018 - 2027
<b>Bus *</b>											
Existing	5,295	5,386	5,502	5,502	5,502	5,502	5,502	5,502	5,502	5,502	54,701
New in this Plan	-	-	165	398	420	420	420	420	420	420	3,086
<b>Total</b>	<b>5,295</b>	<b>5,386</b>	<b>5,667</b>	<b>5,900</b>	<b>5,923</b>	<b>5,923</b>	<b>5,923</b>	<b>5,923</b>	<b>5,923</b>	<b>5,923</b>	<b>57,786</b>
<b>SeaBus</b>											
Existing	12	13	14	14	14	14	14	14	14	14	136
New in this Plan	-	-	-	-	-	-	-	-	-	-	-
<b>Total</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>14</b>	<b>136</b>
<b>Rail #</b>											
Existing	1,550	1,560	1,646	1,634	1,647	1,544	1,485	1,473	1,465	1,467	15,472
New in this Plan	-	-	-	-	100	246	358	700	709	722	2,835
<b>Total</b>	<b>1,550</b>	<b>1,560</b>	<b>1,646</b>	<b>1,634</b>	<b>1,747</b>	<b>1,790</b>	<b>1,843</b>	<b>2,173</b>	<b>2,174</b>	<b>2,188</b>	<b>18,307</b>
<b>Total Service Hours (Excluding HandyDart)</b>	<b>6,858</b>	<b>6,960</b>	<b>7,327</b>	<b>7,548</b>	<b>7,684</b>	<b>7,727</b>	<b>7,780</b>	<b>8,110</b>	<b>8,111</b>	<b>8,125</b>	<b>76,229</b>

\* During the construction of the Millennium line Broadway extension (MLBE) CMBC will be providing an additional 39,000 service hours from mid 2020 through 2024 not included in the above numbers.

# - TransLink will be replacing the 150 Mark I SkyTrain cars with Mark III cars between 2018-2027. The Mark III cars are larger allowing the same amount of capacity to be provided with fewer vehicles and fewer service hours. Between 2018 and 2021 the Phase Two Plan increases carrying capacity by approximately 7% while service hours remain essentially the same.

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**Table 11B : Custom Transit Service Levels**

*(Thousands of Trips)*

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018 - 2027
<b>HandyDART Vehicle Trips Available</b>											
Existing	1,233	1,271	1,271	1,271	1,271	1,271	1,271	1,271	1,271	1,271	12,672
New in this Plan	-	-	38	76	76	76	76	76	76	76	570
<b>Total</b>	<b>1,233</b>	<b>1,271</b>	<b>1,309</b>	<b>1,347</b>	<b>1,347</b>	<b>1,347</b>	<b>1,347</b>	<b>1,347</b>	<b>1,347</b>	<b>1,347</b>	<b>13,242</b>
<b>Taxi-Provided HandyDART Trips Available</b>											
Existing	102	102	102	102	102	102	102	102	102	102	1,020
New in this Plan	-	-	-	-	-	-	-	-	-	-	-
<b>Total</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>1,335</b>	<b>1,373</b>	<b>1,411</b>	<b>1,449</b>	<b>1,449</b>	<b>1,449</b>	<b>1,449</b>	<b>1,449</b>	<b>1,449</b>	<b>1,449</b>	<b>14,262</b>

**Table 12A : Transit Fare Rates**

				2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total increase 2018-27	
<b>Short term fare products</b>															
Conventional transit	Adult	Cash	1-zone	\$2.95	\$3.00	\$3.20	\$3.35	\$3.45	\$3.50	\$3.55	\$3.65	\$3.70	\$3.75	\$0.80	
			2-zone	\$4.20	\$4.25	\$4.50	\$4.65	\$4.80	\$4.95	\$5.10	\$5.20	\$5.40	\$5.55	\$1.35	
			3-zone	\$5.70	\$5.75	\$6.00	\$6.25	\$6.45	\$6.60	\$6.80	\$7.00	\$7.20	\$7.40	\$1.70	
		DayPass	All zones	\$10.25	\$10.50	\$10.75	\$11.50	\$11.75	\$12.00	\$12.50	\$12.75	\$13.00	\$13.25	\$3.00	
	Concession	Cash	1-zone	\$1.90	\$2.00	\$2.10	\$2.20	\$2.30	\$2.35	\$2.40	\$2.50	\$2.55	\$2.65	\$2.65	\$0.75
			2-zone	\$2.90	\$3.00	\$3.15	\$3.30	\$3.40	\$3.45	\$3.50	\$3.60	\$3.65	\$3.70	\$3.70	\$0.80
			3-zone	\$3.90	\$4.00	\$4.15	\$4.35	\$4.45	\$4.60	\$4.75	\$4.90	\$5.00	\$5.15	\$5.15	\$1.25
		DayPass	All zones	\$8.00	\$8.25	\$8.50	\$9.00	\$9.25	\$9.50	\$9.75	\$10.00	\$10.25	\$10.25	\$10.25	\$2.25
Custom transit		Cash	All zones	\$2.95	\$3.00	\$3.20	\$3.35	\$3.45	\$3.50	\$3.55	\$3.65	\$3.70	\$3.75	\$0.80	
<b>Discounted or non-short term fare products</b>															
Conventional transit	Adult	Stored Value	1-zone	\$2.30	\$2.40	\$2.55	\$2.70	\$2.75	\$2.85	\$2.95	\$3.00	\$3.10	\$3.20	\$0.90	
			2-zone	\$3.35	\$3.45	\$3.65	\$3.80	\$3.90	\$4.05	\$4.15	\$4.25	\$4.40	\$4.50	\$4.50	\$1.15
			3-zone	\$4.40	\$4.50	\$4.75	\$4.90	\$5.05	\$5.20	\$5.35	\$5.50	\$5.70	\$5.85	\$5.85	\$1.45
		Monthly Pass	1-zone	\$95.00	\$98.00	\$101.00	\$105.00	\$108.00	\$111.00	\$114.00	\$116.00	\$119.00	\$121.00	\$121.00	\$26.00
			2-zone	\$128.00	\$131.00	\$135.00	\$140.00	\$144.00	\$148.00	\$153.00	\$157.00	\$161.00	\$165.00	\$165.00	\$37.00
			3-zone	\$174.00	\$177.00	\$182.00	\$189.00	\$194.00	\$200.00	\$206.00	\$212.00	\$219.00	\$225.00	\$225.00	\$51.00
	Concession	Stored Value	1-zone	\$1.85	\$1.95	\$2.05	\$2.15	\$2.25	\$2.25	\$2.30	\$2.35	\$2.40	\$2.45	\$2.45	\$0.60
			2-zone	\$2.85	\$2.95	\$3.05	\$3.20	\$3.25	\$3.30	\$3.35	\$3.45	\$3.50	\$3.60	\$3.60	\$0.75
			3-zone	\$3.85	\$3.95	\$4.10	\$4.30	\$4.40	\$4.55	\$4.70	\$4.75	\$4.85	\$4.95	\$4.95	\$1.10
		Monthly Pass	All zones	\$54.00	\$56.00	\$58.00	\$59.50	\$61.50	\$63.50	\$65.50	\$66.50	\$67.50	\$69.50	\$69.50	\$15.50
Custom transit		Stored Value	All zones	\$2.30	\$2.40	\$2.55	\$2.70	\$2.75	\$2.85	\$2.95	\$3.00	\$3.10	\$3.20	\$0.90	

*Note: Fares shown in table are assumed to be effective on July 1 of each year.*

**Table 12B: Transit Fare Rates - West Coast Express**

			2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total increase 2018-27			
<b>Short term fare products</b>																
West Coast Express	Adult	Cash, one-way	1/2-zone	\$5.70	\$5.75	\$5.90	\$6.10	\$6.30	\$6.45	\$6.65	\$6.85	\$7.05	\$7.25	\$1.55		
			3-zone	\$7.45	\$7.50	\$7.70	\$7.95	\$8.20	\$8.45	\$8.70	\$8.95	\$9.20	\$9.50	\$9.70	\$2.05	
			4-zone	\$9.20	\$9.25	\$9.55	\$9.80	\$10.10	\$10.40	\$10.70	\$11.05	\$11.40	\$11.70	\$11.70	\$2.50	
			5-zone	\$12.45	\$12.50	\$12.90	\$13.25	\$13.65	\$14.05	\$14.50	\$14.95	\$15.35	\$15.85	\$15.85	\$3.40	
		Cash, return ticket	1/2-zone	\$10.75	\$11.00	\$11.35	\$11.65	\$12.00	\$12.40	\$12.75	\$13.15	\$13.55	\$13.80	\$13.80	\$3.05	
			3-zone	\$14.25	\$14.50	\$14.95	\$15.40	\$15.85	\$16.30	\$16.80	\$17.30	\$17.85	\$18.20	\$18.20	\$3.95	
	Concession	Cash, one-way	1/2-zone	\$3.40	\$3.50	\$3.60	\$3.70	\$3.80	\$3.95	\$4.05	\$4.20	\$4.25	\$4.35	\$4.35	\$0.95	
			3-zone	\$4.40	\$4.50	\$4.65	\$4.75	\$4.90	\$5.05	\$5.20	\$5.35	\$5.55	\$5.70	\$5.70	\$1.30	
			4-zone	\$5.65	\$5.75	\$5.90	\$6.10	\$6.30	\$6.45	\$6.65	\$6.85	\$7.05	\$7.25	\$7.25	\$1.60	
			5-zone	\$7.65	\$7.75	\$8.00	\$8.20	\$8.45	\$8.70	\$9.00	\$9.25	\$9.55	\$9.80	\$9.80	\$2.15	
		Cash, return ticket	1/2-zone	\$6.75	\$7.00	\$7.20	\$7.40	\$7.55	\$7.70	\$7.85	\$8.05	\$8.20	\$8.35	\$8.35	\$1.60	
			3-zone	\$8.75	\$9.00	\$9.25	\$9.55	\$9.85	\$10.05	\$10.30	\$10.50	\$10.70	\$10.90	\$10.90	\$2.15	
			4-zone	\$11.00	\$11.25	\$11.60	\$11.95	\$12.30	\$12.65	\$13.05	\$13.40	\$13.70	\$13.95	\$13.95	\$2.95	
			5-zone	\$15.00	\$15.25	\$15.70	\$16.20	\$16.65	\$17.15	\$17.70	\$18.20	\$18.75	\$19.30	\$19.30	\$4.30	
			<b>Discounted or non-short term fare products</b>													
			West Coast Express	Adult	Stored Value, one-way	1/2-zone	\$4.80	\$4.90	\$5.05	\$5.20	\$5.35	\$5.50	\$5.70	\$5.85	\$6.05	\$6.20
3-zone	\$6.25	\$6.35				\$6.55	\$6.75	\$6.95	\$7.15	\$7.35	\$7.60	\$7.80	\$8.05	\$8.05	\$1.80	
4-zone	\$7.65	\$7.75				\$8.00	\$8.20	\$8.45	\$8.70	\$9.00	\$9.25	\$9.55	\$9.80	\$9.80	\$2.15	
5-zone	\$10.40	\$10.50				\$10.80	\$11.15	\$11.45	\$11.80	\$12.15	\$12.55	\$12.90	\$13.30	\$13.30	\$2.90	
Stored Value, return pass	1/2-zone	\$10.50			\$10.75	\$11.05	\$11.40	\$11.75	\$12.10	\$12.35	\$12.60	\$12.85	\$13.15	\$13.15	\$2.65	
	3-zone	\$13.50			\$13.75	\$14.15	\$14.60	\$15.00	\$15.50	\$15.95	\$16.40	\$16.90	\$17.30	\$17.30	\$3.80	
	4-zone	\$16.75			\$17.00	\$17.50	\$18.05	\$18.60	\$19.15	\$19.70	\$20.30	\$20.90	\$21.45	\$21.45	\$4.70	
	5-zone	\$22.50			\$22.75	\$23.45	\$24.15	\$24.85	\$25.60	\$26.35	\$27.15	\$28.00	\$28.80	\$28.80	\$6.30	
Monthly Pass	1/2-zone	\$155.75			\$158.75	\$164.00	\$168.00	\$173.00	\$179.00	\$184.00	\$190.00	\$195.00	\$201.00	\$201.00	\$45.25	
	3-zone	\$205.00			\$208.00	\$214.00	\$221.00	\$227.00	\$234.00	\$241.00	\$248.00	\$256.00	\$263.00	\$263.00	\$58.00	
	4-zone	\$248.00			\$251.00	\$259.00	\$266.00	\$274.00	\$283.00	\$291.00	\$300.00	\$309.00	\$318.00	\$318.00	\$70.00	
	5-zone	\$339.75			\$342.75	\$353.00	\$364.00	\$375.00	\$386.00	\$397.00	\$409.00	\$422.00	\$434.00	\$434.00	\$94.25	
Concession	Stored Value, one-way	1/2-zone		\$2.80	\$2.90	\$3.00	\$3.10	\$3.15	\$3.25	\$3.35	\$3.45	\$3.55	\$3.65	\$3.65	\$0.85	
		3-zone		\$3.60	\$3.70	\$3.80	\$3.95	\$4.05	\$4.15	\$4.30	\$4.40	\$4.55	\$4.70	\$4.70	\$1.10	
		4-zone		\$4.70	\$4.80	\$4.95	\$5.10	\$5.25	\$5.40	\$5.55	\$5.75	\$5.90	\$6.10	\$6.10	\$1.40	
		5-zone		\$6.35	\$6.45	\$6.65	\$6.85	\$7.05	\$7.25	\$7.50	\$7.70	\$7.95	\$8.15	\$8.15	\$1.80	
	Stored Value, return pass	1/2-zone		\$6.50	\$6.75	\$6.90	\$7.05	\$7.20	\$7.35	\$7.50	\$7.65	\$7.80	\$7.95	\$7.95	\$1.45	
		3-zone		\$8.25	\$8.50	\$8.75	\$9.00	\$9.30	\$9.55	\$9.75	\$9.95	\$10.15	\$10.35	\$10.35	\$2.10	
		4-zone		\$10.50	\$10.75	\$11.05	\$11.40	\$11.75	\$12.10	\$12.45	\$12.75	\$13.00	\$13.25	\$13.25	\$2.75	
		5-zone		\$14.25	\$14.50	\$14.95	\$15.40	\$15.85	\$16.30	\$16.80	\$17.30	\$17.85	\$18.30	\$18.30	\$4.05	
	Monthly Pass	1/2-zone		\$95.00	\$97.00	\$100.00	\$103.00	\$106.00	\$109.00	\$112.00	\$116.00	\$119.00	\$123.00	\$123.00	\$28.00	
		3-zone		\$126.50	\$128.50	\$132.00	\$136.00	\$140.00	\$145.00	\$149.00	\$153.00	\$158.00	\$163.00	\$163.00	\$36.50	
		4-zone		\$156.25	\$158.25	\$163.00	\$168.00	\$173.00	\$178.00	\$183.00	\$189.00	\$195.00	\$200.00	\$200.00	\$43.75	
		5-zone		\$219.25	\$221.25	\$228.00	\$235.00	\$242.00	\$249.00	\$256.00	\$264.00	\$272.00	\$280.00	\$280.00	\$60.75	



**Table 13 : Projected Fare Revenue by Fare Type***(in millions of dollars)*

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018 - 2027
Regular, Short Term Fares	\$ 90	\$ 93	\$ 97	\$ 101	\$ 106	\$ 108	\$ 112	\$ 118	\$ 119	\$ 121	\$ 1,065
Discounted, Short Term Fares	\$ 188	\$ 203	\$ 219	\$ 235	\$ 255	\$ 269	\$ 287	\$ 311	\$ 324	\$ 340	\$ 2,631
Non-Short Term Fares	\$ 194	\$ 204	\$ 216	\$ 227	\$ 241	\$ 252	\$ 267	\$ 287	\$ 297	\$ 308	\$ 2,492
<b>Total</b>	<b>\$ 471</b>	<b>\$ 499</b>	<b>\$ 532</b>	<b>\$ 563</b>	<b>\$ 602</b>	<b>\$ 629</b>	<b>\$ 666</b>	<b>\$ 715</b>	<b>\$ 740</b>	<b>\$ 769</b>	<b>\$ 6,187</b>
Short Term Fares as a Percentage of Total	59%	59%	59%	60%	60%	60%	60%	60%	60%	60%	60%
Program Revenues	\$ 114	\$ 118	\$ 122	\$ 125	\$ 129	\$ 134	\$ 138	\$ 142	\$ 145	\$ 150	\$ 1,318
<b>Total Fare Revenues</b>	<b>\$ 585</b>	<b>\$ 618</b>	<b>\$ 655</b>	<b>\$ 689</b>	<b>\$ 732</b>	<b>\$ 763</b>	<b>\$ 804</b>	<b>\$ 857</b>	<b>\$ 886</b>	<b>\$ 919</b>	<b>\$ 7,506</b>

**Table 14 : Ridership Forecasts**

	<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>2027</b>	<b>Total 2018-2027</b>
Ridership (millions of transit journeys)	252	259	267	271	280	285	294	308	312	316	2,844
Annual Increase (over previous year)	2.6%	3.0%	3.1%	1.4%	3.1%	1.9%	3.1%	5.0%	1.2%	1.4%	

**Table 15 : Major Road Network Expansion**

Major Road Network Expansion (lane-kilometres)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Length of the Major Road Network	2,657	2,684	2,710	2,738	2,765	2,793	2,820	2,849	2,877	2,906
Annual Increase (Over Previous Year)	11%	1%	1%	1%	1%	1%	1%	1%	1%	1%

## **Appendix B: Schedules without Parking Tax or New Funding Source revenues**

This appendix provides summary schedules for the Phase Two Plan, in the scenario that a new parking tax and regional funding source are not enabled and implemented in 2019, and are not offset by greater than anticipated revenues from other sources. In these circumstances, a portion of the Phase Two expansion would be deferred, as outlined in the introduction to the Appendices.

All amounts in Appendix B are in year of expenditure dollars.

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

For the years ending 31 Dec.

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
<b>Financial assets</b>										
Cash and investments	330,534	407,528	364,767	338,555	326,133	334,941	307,751	261,237	256,243	281,399
Accounts receivable	115,208	118,664	122,224	125,891	129,668	133,558	137,565	141,692	145,942	150,321
Loan receivable	250,734	190,009	127,997	64,670	-	-	-	-	-	-
Restricted cash and investments	623,774	625,046	684,441	825,523	979,319	1,086,385	1,207,521	1,207,927	1,332,624	1,407,966
Debt reserve deposits	29,549	28,182	28,882	26,878	24,370	24,978	23,178	21,816	11,077	6,766
	<b>1,349,799</b>	<b>1,369,430</b>	<b>1,328,310</b>	<b>1,381,517</b>	<b>1,459,489</b>	<b>1,579,862</b>	<b>1,676,014</b>	<b>1,632,671</b>	<b>1,745,886</b>	<b>1,846,451</b>
<b>Liabilities</b>										
Accounts payable and accrued liabilities	(320,201)	(325,004)	(329,879)	(334,827)	(339,850)	(344,947)	(350,122)	(355,373)	(360,704)	(366,115)
Debt	(2,734,337)	(3,129,093)	(3,266,681)	(3,580,615)	(3,794,495)	(4,101,561)	(4,164,626)	(4,100,358)	(4,158,080)	(4,182,137)
Deferred government transfers	(970,392)	(948,792)	(1,005,088)	(1,115,307)	(1,167,545)	(1,198,826)	(1,057,746)	(927,707)	(781,592)	(643,524)
P3 contractor liability	(1,039,955)	(1,061,753)	(1,226,825)	(1,276,560)	(1,320,449)	(1,211,935)	(1,167,024)	(1,117,071)	(1,061,659)	(1,000,338)
Deferred concessionaire credit	(502,448)	(479,111)	(455,774)	(432,437)	(409,099)	(385,762)	(362,425)	(339,088)	(315,751)	(292,413)
Employee future benefits	(138,403)	(141,608)	(148,245)	(155,861)	(164,106)	(173,277)	(183,211)	(193,518)	(204,357)	(215,021)
Deferred lease inducements	(11,648)	(10,811)	(9,973)	(9,136)	(8,298)	(7,461)	(6,623)	(5,785)	(4,948)	(4,110)
	<b>(5,717,385)</b>	<b>(6,096,172)</b>	<b>(6,442,466)</b>	<b>(6,904,742)</b>	<b>(7,203,842)</b>	<b>(7,423,770)</b>	<b>(7,291,777)</b>	<b>(7,038,901)</b>	<b>(6,887,090)</b>	<b>(6,703,658)</b>
<b>Net debt</b>	<b>(4,367,587)</b>	<b>(4,726,742)</b>	<b>(5,114,155)</b>	<b>(5,523,226)</b>	<b>(5,744,353)</b>	<b>(5,843,908)</b>	<b>(5,615,763)</b>	<b>(5,406,230)</b>	<b>(5,141,205)</b>	<b>(4,857,207)</b>
<b>Non-financial assets</b>										
Tangible capital assets	5,574,888	5,997,642	6,482,632	6,859,369	7,068,420	7,379,167	7,396,602	7,275,955	7,260,022	7,337,777
Supplies inventory	67,252	69,269	71,347	73,488	75,692	77,963	80,302	82,711	85,193	87,748
Prepaid expenses	22,045	22,706	23,388	24,089	24,812	25,556	26,323	27,113	27,926	28,764
	<b>5,664,185</b>	<b>6,089,618</b>	<b>6,577,367</b>	<b>6,956,946</b>	<b>7,168,924</b>	<b>7,482,687</b>	<b>7,503,228</b>	<b>7,385,779</b>	<b>7,373,140</b>	<b>7,454,289</b>
<b>Accumulated surplus<sup>1</sup></b>	<b>1,296,598</b>	<b>1,362,876</b>	<b>1,463,212</b>	<b>1,433,721</b>	<b>1,424,571</b>	<b>1,638,779</b>	<b>1,887,465</b>	<b>1,979,549</b>	<b>2,231,935</b>	<b>2,597,081</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 2 : Consolidated Statement of Operations***(in thousands of dollars)*

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018-2027
<b>Revenue</b>											
Taxation	825,072	885,911	937,292	961,474	983,408	1,006,251	1,030,030	1,054,798	1,080,598	1,107,475	9,872,309
Fuel tax	358,409	388,986	389,568	390,156	390,750	391,350	391,955	392,567	393,185	393,809	3,880,735
Property tax											
<i>Standard Property Tax: Previous Year + 3%</i>	355,882	366,558	396,286	417,289	439,405	459,179	479,842	501,435	523,999	547,579	4,487,455
<i>Standard Property Tax: Additional</i>	-	18,185	8,849	9,318	6,399	6,687	6,988	7,302	7,631	7,974	79,335
<i>Replacement tax</i>	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	180,000
Parking Rights	71,523	72,596	73,685	74,790	75,912	77,051	78,206	79,379	80,570	81,779	765,490
Hydro levy	21,258	21,585	21,905	22,225	22,534	22,847	23,153	23,463	23,778	24,096	226,843
Development cost charges	-	-	29,000	29,696	30,409	31,139	31,886	32,651	33,435	34,237	252,452
Transit											
<i>Fares</i>	585,172	617,514	650,687	678,440	718,734	749,805	787,906	840,540	869,257	902,125	7,400,181
<i>Other transit</i>	21,634	23,254	22,985	24,270	23,902	25,136	25,661	26,680	26,101	27,125	246,748
New Regional Funding Capacity	-	-	-	-	-	-	-	-	-	-	-
Government transfers - Capital	340,877	219,320	219,964	106,527	113,125	337,476	424,672	277,532	409,234	501,997	2,950,726
Government transfers - Operating	19,227	19,227	19,227	19,227	19,227	19,227	19,227	19,227	19,227	19,227	192,270
Government transfers - Golden Ears Bridge tolling replacement	57,866	60,072	62,366	64,751	67,231	69,810	72,492	75,281	78,181	81,197	689,248
Investment income - Restricted	42,585	40,013	41,572	43,953	45,302	46,368	53,041	56,963	59,109	55,034	483,941
Investment income - Unrestricted	9,353	10,959	12,403	13,365	16,589	18,950	19,979	18,142	16,740	16,743	153,224
Amortization of deferred concessionaire credit	23,337	23,337	23,337	23,337	23,337	23,337	23,337	23,337	23,337	23,337	233,372
Revenue Recoveries	6,036	6,481	6,218	6,265	5,888	6,002	6,101	6,220	6,341	6,464	62,016
Sub Total Continuing Operations Revenue	1,931,159	1,906,087	1,996,053	1,941,609	2,016,745	2,302,364	2,462,447	2,398,720	2,588,126	2,740,726	22,284,036
Gain on disposal	(447)	(456)	(465)	(475)	(484)	(494)	(504)	(514)	(524)	(534)	(4,896)
<b>Total Revenue (PSAB)</b>	<b>1,930,712</b>	<b>1,905,631</b>	<b>1,995,587</b>	<b>1,941,134</b>	<b>2,016,261</b>	<b>2,301,870</b>	<b>2,461,943</b>	<b>2,398,207</b>	<b>2,587,603</b>	<b>2,740,191</b>	<b>22,279,140</b>
<b>Expenditures</b>											
Bus	733,402	764,285	798,631	823,697	852,866	871,396	889,772	909,261	928,803	949,144	8,521,257
Corporate	95,175	94,500	101,513	106,033	107,610	111,129	115,384	120,725	124,195	127,184	1,103,449
Rail	309,736	332,478	356,810	362,433	386,381	396,233	432,460	481,711	492,465	503,460	4,054,166
Roads and bridges	104,255	149,646	82,496	82,192	76,865	79,237	81,671	84,247	86,578	90,280	917,467
Transit Police	38,397	40,912	41,381	42,208	43,053	43,914	44,792	45,688	46,601	47,534	434,480
Amortization of tangible capital assets <sup>1</sup>	220,618	253,161	280,316	298,724	313,053	343,124	365,107	360,904	356,561	363,910	3,155,479
Interest	181,710	192,614	208,314	221,754	228,177	237,090	278,469	295,848	293,210	287,742	2,424,928
Sub Total Continuing Operations Expenditures	1,683,294	1,827,596	1,869,461	1,937,041	2,008,005	2,082,122	2,207,656	2,298,384	2,328,415	2,369,254	20,611,226
Corporate - onetime expenditures	31,136	11,758	25,791	33,584	17,406	5,541	5,601	7,738	6,802	5,791	151,147
<b>Total Expenditures (PSAB)</b>	<b>1,714,429</b>	<b>1,839,353</b>	<b>1,895,251</b>	<b>1,970,625</b>	<b>2,025,411</b>	<b>2,087,663</b>	<b>2,213,257</b>	<b>2,306,122</b>	<b>2,335,216</b>	<b>2,375,045</b>	<b>20,762,373</b>
<b>Surplus (Deficit) for the period (PSAB)</b>	<b>216,283</b>	<b>66,278</b>	<b>100,336</b>	<b>(29,491)</b>	<b>(9,149)</b>	<b>214,207</b>	<b>248,686</b>	<b>92,085</b>	<b>252,386</b>	<b>365,146</b>	<b>1,516,766</b>
<b>Accumulated Surplus<sup>1</sup>, beginning of the year</b>	<b>1,080,315</b>	<b>1,296,598</b>	<b>1,362,876</b>	<b>1,463,212</b>	<b>1,433,721</b>	<b>1,424,571</b>	<b>1,638,779</b>	<b>1,887,465</b>	<b>1,979,549</b>	<b>2,231,935</b>	<b>1,080,315</b>
<b>Accumulated Surplus<sup>1</sup>, end of the year</b>	<b>1,296,598</b>	<b>1,362,876</b>	<b>1,463,212</b>	<b>1,433,721</b>	<b>1,424,571</b>	<b>1,638,779</b>	<b>1,887,465</b>	<b>1,979,549</b>	<b>2,231,935</b>	<b>2,597,081</b>	<b>2,597,081</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 3 : Consolidated Statement of Changes in Net Debt***(in thousands of dollars)*

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
<b>Surplus for the year</b>	216,283	66,278	100,336	(29,491)	(9,149)	214,207	248,686	92,085	252,386	365,146
Acquisition of tangible capital assets	(800,018)	(675,915)	(765,306)	(675,461)	(522,104)	(653,871)	(382,543)	(240,257)	(340,628)	(441,665)
Amortization of tangible capital assets	220,618	253,161	280,316	298,724	313,053	343,124	365,107	360,904	356,561	363,910
Tangible capital assets contributed to (from) municipalities	(12,000)	-	-	-	-	-	-	-	-	-
	<b>(591,399)</b>	<b>(422,754)</b>	<b>(484,990)</b>	<b>(376,737)</b>	<b>(209,050)</b>	<b>(310,747)</b>	<b>(17,435)</b>	<b>120,647</b>	<b>15,934</b>	<b>(77,755)</b>
Changes in supplies inventory	(1,959)	(2,018)	(2,078)	(2,140)	(2,205)	(2,271)	(2,339)	(2,409)	(2,481)	(2,556)
Changes in prepaid expenses	(642)	(661)	(681)	(702)	(723)	(744)	(767)	(790)	(813)	(838)
	<b>(2,601)</b>	<b>(2,679)</b>	<b>(2,759)</b>	<b>(2,842)</b>	<b>(2,927)</b>	<b>(3,015)</b>	<b>(3,106)</b>	<b>(3,199)</b>	<b>(3,295)</b>	<b>(3,394)</b>
<b>(Increase) decrease in net debt</b>	<b>(377,718)</b>	<b>(359,155)</b>	<b>(387,413)</b>	<b>(409,070)</b>	<b>(221,127)</b>	<b>(99,555)</b>	<b>228,145</b>	<b>209,533</b>	<b>265,025</b>	<b>283,997</b>
<b>Net debt, beginning of year</b>	<b>(3,989,869)</b>	<b>(4,367,587)</b>	<b>(4,726,742)</b>	<b>(5,114,155)</b>	<b>(5,523,226)</b>	<b>(5,744,353)</b>	<b>(5,843,908)</b>	<b>(5,615,763)</b>	<b>(5,406,230)</b>	<b>(5,141,205)</b>
<b>Net debt, end of year</b>	<b>(4,367,587)</b>	<b>(4,726,742)</b>	<b>(5,114,155)</b>	<b>(5,523,226)</b>	<b>(5,744,353)</b>	<b>(5,843,908)</b>	<b>(5,615,763)</b>	<b>(5,406,230)</b>	<b>(5,141,205)</b>	<b>(4,857,207)</b>

**Table 4 : Consolidated Statement of Cash Flows***(in thousands of dollars)*

For the years ending 31 Dec.	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018-2027
<b>Cash provided by (used for):</b>											
<b>Operating transactions:</b>											
<b>Surplus for the year</b>	<b>216,283</b>	<b>66,278</b>	<b>100,336</b>	<b>(29,491)</b>	<b>(9,149)</b>	<b>214,207</b>	<b>248,686</b>	<b>92,085</b>	<b>252,386</b>	<b>365,146</b>	<b>1,516,766</b>
Non-cash changes to operations:											
Amortization of capital assets	220,618	253,161	280,316	298,724	313,053	343,124	365,107	360,904	356,561	363,910	3,155,479
Amortization of bond issue costs	(100)	(279)	(261)	(613)	(634)	(646)	(577)	(736)	(786)	(825)	(5,457)
Amortization of Deferred Concessionaire credits	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(233,372)
Amortization of deferred government transfers	(340,877)	(219,320)	(219,964)	(106,527)	(113,125)	(337,476)	(424,672)	(277,532)	(409,234)	(501,997)	(2,950,726)
Write-down of capital assets/deferred lease inducements	(838)	(838)	(838)	(838)	(838)	(838)	(838)	(838)	(838)	(838)	(8,376)
Net change in contractor liability	65,905	65,525	65,023	64,390	63,614	64,242	79,166	75,727	71,912	67,693	683,197
Loan Receivables interest - transfer from restricted fund	(6,536)	(5,275)	(3,988)	(2,673)	(1,330)	-	-	-	-	-	(19,803)
<b>Non-cash changes to operations</b>	<b>(85,166)</b>	<b>69,636</b>	<b>96,951</b>	<b>229,127</b>	<b>237,403</b>	<b>45,069</b>	<b>(5,150)</b>	<b>134,188</b>	<b>(5,722)</b>	<b>(95,394)</b>	<b>620,942</b>
<b>Changes in non-cash operating working capital</b>	<b>15,276</b>	<b>1,873</b>	<b>5,193</b>	<b>6,055</b>	<b>6,564</b>	<b>7,364</b>	<b>7,996</b>	<b>8,233</b>	<b>8,624</b>	<b>8,304</b>	<b>75,480</b>
	<b>146,393</b>	<b>137,787</b>	<b>202,480</b>	<b>205,691</b>	<b>234,817</b>	<b>266,640</b>	<b>251,532</b>	<b>234,505</b>	<b>255,288</b>	<b>278,056</b>	<b>2,213,189</b>
											-
<b>Capital transactions:</b>											
Net Proceed/(Purchase) for Real Estate Transactions	44,611	118,964	26,425	-	0	-	-	-	-	-	190,000
Purchase of capital assets (excluding MRN)	(800,018)	(675,915)	(765,306)	(675,461)	(522,104)	(653,871)	(382,543)	(240,257)	(340,628)	(441,665)	(5,497,767)
	<b>(755,407)</b>	<b>(556,951)</b>	<b>(738,881)</b>	<b>(675,461)</b>	<b>(522,104)</b>	<b>(653,871)</b>	<b>(382,543)</b>	<b>(240,257)</b>	<b>(340,628)</b>	<b>(441,665)</b>	<b>(5,307,767)</b>
<b>Investing transactions:</b>											
(Increase)/decrease in Self-administered sinking fund	(51,686)	(62,689)	(27,892)	(82,888)	(95,357)	(106,000)	(118,697)	2,656	(120,981)	(79,473)	(743,005)
(Increase)/decrease in Cash restricted	10,000	9,280	8,441	7,490	7,275	7,051	6,782	6,527	6,257	5,969	75,072
Decrease/(increase) in debt reserve fund deposits	3,205	1,367	(700)	2,004	2,508	(608)	1,800	1,362	10,739	4,311	25,988
External Funding of Assets (non-government funding)	-	29,209	174,454	61,245	57,686	(90,164)	-	-	-	-	232,429
	<b>(38,482)</b>	<b>(22,833)</b>	<b>154,303</b>	<b>(12,148)</b>	<b>(27,889)</b>	<b>(189,721)</b>	<b>(110,115)</b>	<b>10,545</b>	<b>(103,985)</b>	<b>(69,192)</b>	<b>(409,517)</b>
											-
<b>Financing transactions:</b>											
Bonds issued	359,534	487,319	285,540	422,402	318,594	403,494	153,180	150,661	138,983	144,328	2,864,034
Sinking Funds Maturities	138,800	50,000	-	66,200	80,000	-	65,000	-	280,000	260,000	940,000
Sinking Fund interest	(27,981)	(24,646)	(24,981)	(27,513)	(26,843)	(25,331)	(27,602)	(26,717)	(28,918)	(20,008)	(260,540)
Sinking Fund payments	(44,012)	(36,357)	(34,700)	(34,700)	(32,698)	(30,278)	(30,278)	(28,313)	(28,313)	(18,910)	(318,558)
P3 contractor liability payment	(71,507)	(72,936)	(74,405)	(75,900)	(77,410)	(82,591)	(124,077)	(125,679)	(127,324)	(129,014)	(960,845)
Government transfers received for capital additions	338,635	192,867	270,578	210,487	157,842	360,640	274,372	137,904	253,146	353,557	2,550,028
Short-term debt repayments	(15,696)	(28,752)	(35,416)	(42,983)	(41,813)	(37,376)	(28,790)	(26,222)	(23,244)	(21,996)	(302,286)
Bonds matured	(141,266)	(52,529)	(52,593)	(68,859)	(82,727)	(2,797)	(67,868)	(132,941)	(280,000)	(310,000)	(1,191,581)
Payments received for Land Reserve net to unrestricted	2,712	4,026	5,313	6,573	7,807	-	-	-	-	-	26,432
	<b>539,219</b>	<b>518,992</b>	<b>339,336</b>	<b>455,707</b>	<b>302,753</b>	<b>585,761</b>	<b>213,936</b>	<b>(51,308)</b>	<b>184,330</b>	<b>257,957</b>	<b>3,346,683</b>
											-
<b>Increase/(decrease) in cash</b>	<b>(108,277)</b>	<b>76,994</b>	<b>(42,762)</b>	<b>(26,212)</b>	<b>(12,422)</b>	<b>8,808</b>	<b>(27,190)</b>	<b>(46,514)</b>	<b>(4,994)</b>	<b>25,156</b>	<b>(157,413)</b>
<b>Cash, beginning of period</b>	<b>438,811</b>	<b>330,534</b>	<b>407,528</b>	<b>364,767</b>	<b>338,555</b>	<b>326,133</b>	<b>334,941</b>	<b>307,751</b>	<b>261,237</b>	<b>256,243</b>	<b>438,811</b>
<b>Cash, end of period</b>	<b>330,534</b>	<b>407,528</b>	<b>364,767</b>	<b>338,555</b>	<b>326,133</b>	<b>334,941</b>	<b>307,751</b>	<b>261,237</b>	<b>256,243</b>	<b>281,399</b>	<b>281,399</b>



**Table 5 : Projected Borrowing Compared to Borrowing Limit and Select Financial Ratios**

*(in millions of dollars)*

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
<b>Established Borrowing Limit - Gross Direct Debt</b>	<b>5,500</b>	<b>5,500</b>	<b>5,500</b>	<b>5,500</b>	<b>5,500</b>	<b>5,500</b>	<b>5,500</b>	<b>5,500</b>	<b>5,500</b>	<b>5,500</b>
Closing Gross Direct Borrowing	3,315	3,720	3,918	4,228	4,421	4,784	4,840	4,830	4,665	4,468
Total Closing Net Direct Borrowing	<b>2,447</b>	<b>2,781</b>	<b>2,890</b>	<b>3,123</b>	<b>3,244</b>	<b>3,444</b>	<b>3,391</b>	<b>3,330</b>	<b>3,278</b>	<b>3,235</b>
Net MFA Debt, net of DRF	557	494	431	367	307	247	188	131	83	48
Net TL Direct	1,891	2,287	2,459	2,756	2,937	3,197	3,203	3,200	3,195	3,187
Net Debt (Closing Net Borrowing) <sup>1</sup>	3,990	4,322	4,573	4,832	4,974	5,042	4,920	4,787	4,655	4,528
New Direct Borrowing for Capital <sup>2</sup>	360	487	286	422	319	403	153	151	139	144
Net Debt / Operating Revenues <300%	263%	268%	269%	275%	274%	269%	253%	237%	224%	211%
Gross Interest / Operating Revenues <20%	12%	12%	12%	13%	13%	13%	14%	15%	14%	13%
Net Debt per capita <sup>3</sup> <\$2,000	1,525	1,629	1,700	1,773	1,801	1,801	1,734	1,665	1,598	1,534
Accumulated Funding Resources (AFR) <sup>4</sup>	331	408	365	339	326	335	308	261	256	281
AFR as a percentage of Total Funding Requirements <sup>5</sup>	21.4%	25.4%	21.2%	18.9%	17.7%	17.8%	15.3%	12.4%	12.0%	13.0%
Minimum AFR required to meet Policy (%):	15%	15%	15%	12%	12%	12%	12%	12%	12%	12%
Excess/(shortfall) from minimum	99	166	107	124	105	109	67	8	0	22

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

2: Excludes debt refinancing

3: Includes all Direct and Indirect Debt

4: Accumulated Funding Resources (AFR) = Unrestricted Cash & Investments

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

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**Table 6A : Capital Expenditures and Infrastructure Contributions***(in millions of dollars)*

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018-2027
<b>Capital Expenditures</b>											
<b>Bus</b>											
Base Capital											
Equipment	21	3	1	5	5		-	-	-	-	34
Facilities	24	30	5	3	3	4	3	3	7	2	84
Infrastructure	51	45	41	25	21	13	13	14	8	12	241
Technology	2	4	2	-	-	-	-	-	-	-	7
Vehicles	297	115	144	27	24	137	197	111	281	393	1,726
New For Phase 2											
Infrastructure	32	10	40	121	45	3	2	2	2	2	258
Vehicles	-	-	15	-	-	-	-	-	-	-	15
<b>Bus Total</b>	<b>428</b>	<b>206</b>	<b>246</b>	<b>180</b>	<b>98</b>	<b>156</b>	<b>214</b>	<b>130</b>	<b>298</b>	<b>409</b>	<b>2,365</b>
<b>Rail</b>											
Base Capital											
Equipment	24	32	26	13	3	-	-	-	-	-	97
Facilities	11	20	2	2	3	3	-	-	-	-	41
Infrastructure	97	124	48	46	47	23	20	32	16	11	463
Technology	12	14	11	9	-	1	-	1	-	-	47
Vehicles	36	25	13	1	9	97	92	21			294
New For Phase 2											
Facilities	55	12	33	35	2	1	37	38	1	1	215
Infrastructure	60	174	359	354	337	350	-	-	-	-	1,634
Vehicles	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Total</b>	<b>293</b>	<b>401</b>	<b>492</b>	<b>459</b>	<b>401</b>	<b>475</b>	<b>149</b>	<b>92</b>	<b>18</b>	<b>12</b>	<b>2,791</b>
<b>Corporate</b>											
Equipment	-	-	-	-	-	-	-	-	-	-	-
Facilities	3	3	-	-	-	-	-	-	-	-	6
Infrastructure	57	4	-	-	-	-	-	-	-	-	61
Technology	14	26	20	23	21	22	17	18	23	19	201
Non-Revenue Vehicles	1	-	-	-	1	1	1	-	-	1	5
<b>Corporate Total</b>	<b>73</b>	<b>33</b>	<b>21</b>	<b>24</b>	<b>22</b>	<b>22</b>	<b>18</b>	<b>18</b>	<b>24</b>	<b>20</b>	<b>273</b>
<b>TransLink-Owned Roads and Bridges</b>											
TransLink-Owned Cycling - Base	6	8	1	1	1	1	1	1	1	1	22
TransLink-Owned Cycling - New for Phase Two	-	-	-	-	-	-	-	-	-	-	-
TransLink-Owned Cycling	6	8	1	1	1	1	1	1	1	1	22
TransLink-Owned Roads and Bridges	13	28	5	12							58
<b>TransLink-Owned Roads and Bridges Total</b>	<b>19</b>	<b>36</b>	<b>7</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>81</b>
<b>Sub-total TransLink Capital Expenditures</b>	<b>813</b>	<b>676</b>	<b>765</b>	<b>675</b>	<b>522</b>	<b>654</b>	<b>383</b>	<b>240</b>	<b>341</b>	<b>442</b>	<b>5,510</b>

**Table 6B : Capital Expenditures and Infrastructure Contributions**

(in millions of dollars)

Capital Infrastructure Contributions	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018-2027
<b>Municipal-Owned Walking and Cycling</b>											
Walking											
Base	1	5	-	-	-	-	-	-	-	-	6
New for Phase Two	-	-	-	-	-	-	-	-	-	-	-
Total	1	5	-	-	-	-	-	-	-	-	6
Regional Cycling											
Base	8	21	5	4	2	2	2	2	2	2	48
New for Phase Two	-	-	-	-	-	-	-	-	-	-	-
Total	8	21	5	4	2	2	2	2	2	2	48
<b>Municipal-Owned Walking and Cycling Total</b>	<b>10</b>	<b>26</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>54</b>
<b>Municipal-Owned Roads</b>											
MRN Pavement Rehab											
Base	22	22	23	24	25	26	28	29	29	32	261
New for Phase Two	-	-	-	-	-	-	-	-	-	-	-
Total	22	22	23	24	25	26	28	29	29	32	261
MRN Upgrades											
Base	15	34	4	3	-	-	-	-	-	-	56
New for Phase Two	-	-	-	-	-	-	-	-	-	-	-
Total	15	34	4	3	-	-	-	-	-	-	56
MRN Seismic											
Base	7	21	3	2	-	-	-	-	-	-	33
New for Phase Two	-	-	-	-	-	-	-	-	-	-	-
Total	7	21	3	2	-	-	-	-	-	-	33
<b>Municipal-Owned Roads Total</b>	<b>43</b>	<b>77</b>	<b>30</b>	<b>29</b>	<b>25</b>	<b>26</b>	<b>28</b>	<b>29</b>	<b>29</b>	<b>32</b>	<b>349</b>
<b>Sub-total Capital Infrastructure Contributions</b>	<b>53</b>	<b>103</b>	<b>35</b>	<b>34</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b>	<b>33</b>	<b>404</b>
<b>Total Capital Expenditures and Infrastructure Contributions</b>	<b>865</b>	<b>779</b>	<b>801</b>	<b>709</b>	<b>549</b>	<b>682</b>	<b>412</b>	<b>270</b>	<b>372</b>	<b>475</b>	<b>5,914</b>

## Table 6C : Capital Expenditures and Infrastructure Contributions

(in millions of dollars)

Capital Funding Contributions	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018-2027
<b>Federal</b>											
Federal Public Transit Infrastructure Fund (PTIF)	85	53	133	187	129	155	20	20	1	1	784
<b>Municipal</b>	13	1	1	1	1	1	1	1	1	-	18
<b>Regional</b>											
Greater Vancouver Regional Fund (GVRF)	251	117	137	22	28	205	254	117	252	353	1,737
Additional Regional Proceeds from Sale of Assets	60	60	60	5	5	-	-	-	-	-	190
Regional Proceeds from Sale of Assets	10	10	10	10	10	10	10	10	10	10	100
<b>P3 &amp; Bridge Finance</b>	-	29	174	61	58	50	-	-	-	-	373
<b>Other</b>	87	22	-	-	-	-	-	-	-	-	109
<b>Total Capital Funding Contributions</b>	<b>506</b>	<b>292</b>	<b>515</b>	<b>287</b>	<b>231</b>	<b>421</b>	<b>284</b>	<b>148</b>	<b>263</b>	<b>364</b>	<b>3,310</b>

Note: TransLink's financial statements reflect the financial assets that are owned by TransLink. As part of the investment plan, the province will be contributing funds for which they will be receiving assets. These funds and assets are treated as recoveries and are not recognized on TransLink's financial statements. In addition to the provincial funds contributed, the province will also receive a proportional share of the federal funds contributed towards the expansion projects which are also treated as recoveries and not included in TransLink's financial statements. See below for respective Federal and Provincial contributions.

<b>Federal</b>	61	70	72	293	184	131	262	254	76	4	1,408
<b>Provincial</b>	290	312	388	409	291	241	295	388	106	6	2,726

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**Table 7A : Projects Funded by the Public Transit Infrastructure Fund (PTIF1)**

PTIF PROJECT NUMBER	PROJECT	DETAILS
MV-001	South of Fraser RT Planning & Design	Planning, design, and related activities required to advance to procurement readiness
MV-002	South of Fraser RT Early Works	Design / construction of new transit exchanges at future stations, bridge replacement and road widening in public rights of way, and utility relocation away from track alignment. Allows project to continue to advance during procurement stage.
MV-003	Millennium Line extension (Broadway) Planning & Design	Planning, design, and related activities required to advance to procurement readiness
MV-004	Millennium Line extension (Broadway) Early Works	Power supply and Operations and Maintenance Centre upgrades. Allows project to continue to advance during procurement stage.
MV-005	Rapid Transit Fleet Expansion - Expo Line	20 new Expo Line vehicles to increase capacity of existing SkyTrain network.
MV-006	Rapid Transit Fleet Expansion - Millennium Line	8 new Millennium Line vehicles to increase capacity of existing SkyTrain network.
MV-007	Rapid Transit Fleet Expansion - Canada Line	Up to 24 new Canada Line vehicles to increase capacity of Richmond / Airport / Vancouver rapid transit corridor.
MV-008	Rapid Transit Fleet Expansion - West Coast Express	Acquisition of 2 refurbished WCE locomotives and refurbishment of 6 existing WCE locomotives for Mission to Vancouver commuter rail service
MV-009	Rapid Transit Fleet Expansion - SeaBus	1 new SeaBus vessel to increase service on Vancouver/North Vancouver marine link.
MV-010	Rapid Transit stations and facilities	Expo / Millennium and Canada Line station and facilities upgrades - design / construction of upgrades to increase station and maintenance capacity, add entrances, and improve safety.
MV-011	Bus facilities and exchanges	Safety and design improvements to 3-4 transit exchanges, including Lonsdale Quay and Phibbs Exchange in North Vancouver
MV-012	Multimodal station amenities	Construction of 8 bike parkades at Evergreen and Canada Line stations and bus exchanges
MV-013	Rapid Transit Systems Rehabilitation and Maintenance	Rehabilitation of SkyTrain station components, communications systems, and other system infrastructure across SkyTrain network
MV-014	Bus / SeaBus Systems Rehabilitation and Maintenance	Rehabilitation of exchanges, maintenance centres, terminals, electric trolley network, on-bus systems, and other bus / SeaBus infrastructure and facilities
MV-015	Information technology	Upgrades to communications technology on buses and at major SkyTrain facilities.
MV-016	Rapid Transit Fleet Expansion - SkyTrain Network	28 additional SkyTrain vehicles to meet growth in demand to 2020
MV-017	SkyTrain Storage Facility	Expanded SkyTrain vehicle storage facility (with added scope including modifications to existing vehicle storage facility to better integrate with the new storage facility and to minimize impact of construction on operations)

**Table 7B : Projects Funded by the Public Transit Infrastructure Fund (PTIF2)**

PROJECT	DETAILS
Surrey-Newton-Guildford LRT	Surrey-Newton-Guildford Light Rail Transit (SNG LRT) project is a 10.5-kilometre LRT line extending from Surrey City Centre east along 104 Avenue to Guildford Town Centre and south down King George Boulevard to Newton Town Centre.
Millennium Line Broadway Extension	Millennium Line Broadway Extension (MLBE) is a 5.7-kilometre SkyTrain extension to the existing Millennium Line SkyTrain system from its current terminus at VCC-Clark Station to a new western terminus station at Arbutus Street.
Expo/Millennium Line Upgrade	The Expo and Millennium Upgrade Program (EMUP) expands the capacity of the existing Expo and Millennium Lines addressing shortfalls in capacity in the existing rapid transit network and supporting planned expansions including the Millennium Line Broadway Extension (MLBE).
Investments in bus infrastructure	Construction of a new Transit Depot and upgrades to existing depots, improvements to B-Line corridors and bus speed/reliability improvements.
Surrey-Langley Line LRT	Project development and early works for Surrey-Langley line.

**Table 8 : Projects Funded by the Greater Vancouver Regional Fund**

Category	Year	PROJECT
Bus Infrastructure Bus Fleet	2014	TOH Metrotown Group Rectifier Replacement
	2014	2015 Community Shuttle Replacement
		2015 Conventional Replacement Buses
	2015	2016 Conventional Bus Replacement
		2016 Community Shuttle Replacement
	2016	2017 Conventional Bus Replacement
		2017 HandyDART Vehicle Replacement (AIP)
	2017	2017 Community Shuttle Replacement
		Equipment for Deferred Retirement Program
		2018 Community Shuttle Replacement
		2018 Conventional Bus Replacement
		2018 HandyDART Vehicle Replacement
		Bus-Vehicles Conventional 40
		Bus-Vehicles Conventional 60
		Community Shuttle Vehicles (Expansion)
		CUTRIC Battery Electric Bus Trial
		HandyDART Vehicles
	2018	2019 Community Shuttle Replacement
		2019 Conventional Bus Expansion (40H)
		2019 Conventional Bus Replacement
		2019 HandyDART Vehicles Expansion
		2019 HandyDart Vehicle Replacement
	2019	Bus-Vehicles Conventional 60 (Expansion)
		Conventional Bus Replacement
	2020	HandyDART Vehicle Replacement
		Community Shuttle Replacement
	2021	HandyDART Vehicle Replacement
		Community Shuttle Replacement
	2022	HandyDART Vehicle Replacement
		Community Shuttle Replacement
2023	Conventional Bus Replacement	
	HandyDART Vehicle Replacement	
	Community Shuttle Replacement	
2024	Conventional Bus Replacement	
	HandyDART Vehicle Replacement	
	Community Shuttle Vehicles Replacement	
2025	Conventional Bus Replacement	
	HandyDART Vehicle Replacement	
	Community Shuttle Replacement	
2026	Conventional Bus Replacement	
	HandyDART Vehicle Replacement	
2027	Community Shuttle Replacement	
	Conventional Bus Replacement	
	HandyDART Vehicle Replacement	
Rail	2014	ATC Existing Equipment Replacement-Phase 2
	2012	100-400 Series MK I Refurbishment Project
	2019	MK refurb/overhaul
		EXPO-Millennium RAIL Replacement of Mk1s - Vehicles
	2020	MKI refurbishment (500-600 series will be 30 years old in 2021) - 16 cars
	2023	MKII Mid-Life Overhaul (1300-1400 series) - 48 cars

**Table 9 : Projects Funded by the Building Canada Fund**

<b>Category</b>	<b>PROJECT</b>
Rail	Surrey Central Station Upgrades Construction



**Table 10 : Major Capital Projects over \$50 Million**

(in millions of dollars)

PROJECT	PROJECT START YEAR	GROSS PROJECT COST	Cash Flow										Total 2018-2027	
			2018	2019	2020	2021	2022	2023	2024	2025	2026	2027		
<b>Fleet Replacement</b>														
2016 Conventional Bus Replacements	2015	89	5	31	-	-	-	-	-	-	-	-	-	37
2017 Conventional Bus Replacements	2016	97	95	2	-	-	-	-	-	-	-	-	-	97
2018 Conventional Bus Replacements	2017	65	62	3	-	-	-	-	-	-	-	-	-	65
2020 Conventional Bus Replacements	2019	71	-	-	67	4	-	-	-	-	-	-	-	71
2023 Conventional Bus Replacements	2022	125	-	-	-	-	-	122	3	-	-	-	-	125
2024 Conventional Bus Replacements	2023	179	-	-	-	-	-	-	170	9	-	-	-	179
2025 Conventional Bus Replacements	2024	95	-	-	-	-	-	-	-	93	2	-	-	95
2026 Conventional Bus Replacements	2025	268	-	-	-	-	-	-	-	-	252	16	-	268
2027 Conventional Bus Replacements	2026	351	-	-	-	-	-	-	-	-	-	351	-	351
Replacement of SkyTrain MKI Vehicles	2021	205	-	-	-	-	9	90	85	21	-	-	-	205
<b>Fleet Expansion</b>														
Expansion of 40-ft Conventional Bus Fleet	2017	68	68	-	-	-	-	-	-	-	-	-	-	68
Expansion of 40-ft Conventional Bus Fleet	2018	51	-	51	-	-	-	-	-	-	-	-	-	51
Expansion of 60-ft Conventional Bus Fleet	2019	-	-	-	-	-	-	-	-	-	-	-	-	-
Canada Line Fleet Expansion	2017	88	44	0	-	-	-	-	-	-	-	-	-	44
Expo/Millennium Line Fleet Expansion (56 cars)	2017	215	68	63	4	-	-	-	-	-	-	-	-	135
Expo/Millennium Line Fleet Expansion (108 cars)	2020	488	-	-	12	116	64	54	131	68	43	-	-	488
Expo/Millennium Line Fleet Expansion (50 cars)	2024	237	-	-	-	-	-	-	9	99	129	-	-	237
<b>Upgrades to Existing Infrastructure</b>														
Expo Line Burrard Station Upgrade	2018	64	6	9	16	16	17	-	-	-	-	-	-	64
SkyTrain OMC Upgrades	2019	59	5	5	12	13	13	6	-	-	-	-	-	54
Expo Line Guideway Seismic Upgrade	2020	53	-	-	3	10	10	10	10	10	-	-	-	53
Expo/Millennium Line Upgrade - Storage	2018	267	73	16	42	43	-	-	46	47	-	-	-	267
Expo/Millennium Line Upgrade - Maintenance	2019	72	-	13	14	14	15	15	-	-	-	-	-	72
Expo/Millennium Line Upgrade - Power	2018	79	7	7	-	9	9	9	9	9	10	10	-	79
Expo/Millennium Line Upgrade - System	2018	96	4	15	28	29	19	1	-	-	-	-	-	96
Metrotown Station and Exchange Upgrade Construction	2012	69	15	-	-	-	-	-	-	-	-	-	-	15
Commercial Broadway SkyTrain Station Phase 2 Upgrade Construction	2012	73	28	-	-	-	-	-	-	-	-	-	-	28
<b>Infrastructure Expansion</b>														
Bus Depot	2018	207	31	5	30	107	33	1	-	-	-	-	-	207
Surrey-Newton-Guildford LRT	2018	1,646	77	188	352	348	331	350	-	-	-	-	-	1,646
Millennium Line Broadway Extension *	2018	2,833	218	234	818	510	361	289	392	-	-	-	-	2,823
<b>Total Major Capital Project Gross Costs</b>		<b>8,210</b>	<b>807</b>	<b>643</b>	<b>1,398</b>	<b>1,219</b>	<b>881</b>	<b>948</b>	<b>856</b>	<b>356</b>	<b>436</b>	<b>377</b>		<b>7,919</b>
Other Capital Projects			457	416	278	159	117	78	84	76	87	75		1,825
Capital Infrastructure Contributions			53	103	35	34	27	28	29	30	31	33		404
<b>Total Capital Project Gross Costs</b>			<b>1,316</b>	<b>1,162</b>	<b>1,711</b>	<b>1,411</b>	<b>1,025</b>	<b>1,054</b>	<b>968</b>	<b>462</b>	<b>553</b>	<b>485</b>		<b>10,147</b>

Note: Any cash flow data beyond 10 years that constitute part of gross project cost is not included in above cash flow projection table

\* Total project reported if TransLink delivers, if Province delivers TransLink's portion is shown below.

Millennium Line Broadway Extension TL portion if Province Delivers

1	33	26	14	10	16	40	8		148
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**Table 11A : Conventional Transit Service Levels**

(Thousands of Service Hours)

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018 - 2027
<b>Bus *</b>											
Existing	5,295	5,386	5,502	5,502	5,502	5,502	5,502	5,502	5,502	5,502	54,701
New in this Plan	0	0	15	15	15	15	15	15	15	15	118
<b>Total</b>	<b>5,295</b>	<b>5,386</b>	<b>5,517</b>	<b>5,517</b>	<b>5,517</b>	<b>5,517</b>	<b>5,517</b>	<b>5,517</b>	<b>5,517</b>	<b>5,517</b>	<b>54,818</b>
<b>SeaBus</b>											
Existing	12	13	14	14	14	14	14	14	14	14	136
New in this Plan	-	-	-	-	-	-	-	-	-	-	-
<b>Total</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>14</b>	<b>136</b>
<b>Rail #</b>											
Existing	1,550	1,560	1,646	1,634	1,647	1,544	1,485	1,473	1,465	1,467	15,472
New in this Plan	-	-	-	-	67	212	292	634	643	656	2,503
<b>Total</b>	<b>1,550</b>	<b>1,560</b>	<b>1,646</b>	<b>1,634</b>	<b>1,713</b>	<b>1,756</b>	<b>1,777</b>	<b>2,107</b>	<b>2,108</b>	<b>2,122</b>	<b>17,975</b>
<b>Total Service Hours (Excluding HandyDart)</b>	<b>6,858</b>	<b>6,960</b>	<b>7,177</b>	<b>7,165</b>	<b>7,244</b>	<b>7,287</b>	<b>7,308</b>	<b>7,638</b>	<b>7,639</b>	<b>7,653</b>	<b>72,929</b>

\* During the construction of the Millennium line Broadway extension (MLBE) CMBC will be providing an additional 39,000 service hours from mid 2020 through 2024 not included in the above numbers.

# - TransLink will be replacing the 150 Mark I SkyTrain cars with Mark III cars between 2018-2027. The Mark III cars are larger allowing the same amount of capacity to be provided with fewer vehicles and fewer service hours. Between 2018 and 2021 the Phase Two Plan increases carrying capacity by approximately 7% while service hours remain essentially the same.

**Table 11B : Custom Transit Service Levels**

*(Thousands of Trips)*

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018 - 2027
<b>HandyDART Vehicle Trips Available</b>											
Existing	1,233	1,271	1,271	1,271	1,271	1,271	1,271	1,271	1,271	1,271	12,672
New in this Plan	-	-	-	-	-	-	-	-	-	-	-
<b>Total</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>1,271</b>	<b>12,672</b>
<b>Taxi-Provided HandyDART Trips Available</b>											
Existing	102	102	102	102	102	102	102	102	102	102	1,020
New in this Plan	-	-	-	-	-	-	-	-	-	-	-
<b>Total</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>1,335</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>1,373</b>	<b>13,692</b>

**Table 12A : Transit Fare Rates**

				2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total increase 2018-27
<b>Short term fare products</b>														
Conventional transit	Adult	Cash	1-zone	\$2.95	\$3.00	\$3.20	\$3.35	\$3.45	\$3.50	\$3.55	\$3.65	\$3.70	\$3.75	\$0.80
			2-zone	\$4.20	\$4.25	\$4.50	\$4.65	\$4.80	\$4.95	\$5.10	\$5.20	\$5.40	\$5.55	\$1.35
			3-zone	\$5.70	\$5.75	\$6.00	\$6.25	\$6.45	\$6.60	\$6.80	\$7.00	\$7.20	\$7.40	\$1.70
		DayPass	All zones	\$10.25	\$10.50	\$10.75	\$11.50	\$11.75	\$12.00	\$12.50	\$12.75	\$13.00	\$13.25	\$3.00
	Concession	Cash	1-zone	\$1.90	\$2.00	\$2.10	\$2.20	\$2.30	\$2.35	\$2.40	\$2.50	\$2.55	\$2.65	\$0.75
			2-zone	\$2.90	\$3.00	\$3.15	\$3.30	\$3.40	\$3.45	\$3.50	\$3.60	\$3.65	\$3.70	\$0.80
			3-zone	\$3.90	\$4.00	\$4.15	\$4.35	\$4.45	\$4.60	\$4.75	\$4.90	\$5.00	\$5.15	\$1.25
		DayPass	All zones	\$8.00	\$8.25	\$8.50	\$9.00	\$9.25	\$9.50	\$9.75	\$10.00	\$10.25	\$10.25	\$2.25
Custom transit		Cash	All zones	\$2.95	\$3.00	\$3.20	\$3.35	\$3.45	\$3.50	\$3.55	\$3.65	\$3.70	\$3.75	\$0.80
<b>Discounted or non-short term fare products</b>														
Conventional transit	Adult	Stored Value	1-zone	\$2.30	\$2.40	\$2.55	\$2.70	\$2.75	\$2.85	\$2.95	\$3.00	\$3.10	\$3.20	\$0.90
			2-zone	\$3.35	\$3.45	\$3.65	\$3.80	\$3.90	\$4.05	\$4.15	\$4.25	\$4.40	\$4.50	\$1.15
			3-zone	\$4.40	\$4.50	\$4.75	\$4.90	\$5.05	\$5.20	\$5.35	\$5.50	\$5.70	\$5.85	\$1.45
		Monthly Pass	1-zone	\$95.00	\$98.00	\$101.00	\$105.00	\$108.00	\$111.00	\$114.00	\$116.00	\$119.00	\$121.00	\$26.00
			2-zone	\$128.00	\$131.00	\$135.00	\$140.00	\$144.00	\$148.00	\$153.00	\$157.00	\$161.00	\$165.00	\$37.00
			3-zone	\$174.00	\$177.00	\$182.00	\$189.00	\$194.00	\$200.00	\$206.00	\$212.00	\$219.00	\$225.00	\$51.00
	Concession	Stored Value	1-zone	\$1.85	\$1.95	\$2.05	\$2.15	\$2.25	\$2.25	\$2.30	\$2.35	\$2.40	\$2.45	\$0.60
			2-zone	\$2.85	\$2.95	\$3.05	\$3.20	\$3.25	\$3.30	\$3.35	\$3.45	\$3.50	\$3.60	\$0.75
			3-zone	\$3.85	\$3.95	\$4.10	\$4.30	\$4.40	\$4.55	\$4.70	\$4.75	\$4.85	\$4.95	\$1.10
		Monthly Pass	All zones	\$54.00	\$56.00	\$58.00	\$59.50	\$61.50	\$63.50	\$65.50	\$66.50	\$67.50	\$69.50	\$15.50
Custom transit		Stored Value	All zones	\$2.30	\$2.40	\$2.55	\$2.70	\$2.75	\$2.85	\$2.95	\$3.00	\$3.10	\$3.20	\$0.90

*Note: Fares shown in table are assumed to be effective on July 1 of each year.*

**Table 12B: Transit Fare Rates - West Coast Express**

			2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total increase 2018-27			
<b>Short term fare products</b>																
West Coast Express	Adult	Cash, one-way	1/2-zone	\$5.70	\$5.75	\$5.90	\$6.10	\$6.30	\$6.45	\$6.65	\$6.85	\$7.05	\$7.25	\$1.55		
			3-zone	\$7.45	\$7.50	\$7.70	\$7.95	\$8.20	\$8.45	\$8.70	\$8.95	\$9.20	\$9.50	\$9.70	\$2.05	
			4-zone	\$9.20	\$9.25	\$9.55	\$9.80	\$10.10	\$10.40	\$10.70	\$11.05	\$11.40	\$11.70	\$11.70	\$2.50	
			5-zone	\$12.45	\$12.50	\$12.90	\$13.25	\$13.65	\$14.05	\$14.50	\$14.95	\$15.35	\$15.85	\$15.85	\$3.40	
		Cash, return ticket	1/2-zone	\$10.75	\$11.00	\$11.35	\$11.65	\$12.00	\$12.40	\$12.75	\$13.15	\$13.55	\$13.80	\$13.80	\$3.05	
			3-zone	\$14.25	\$14.50	\$14.95	\$15.40	\$15.85	\$16.30	\$16.80	\$17.30	\$17.85	\$18.20	\$18.20	\$3.95	
	Concession	Cash, one-way	1/2-zone	\$3.40	\$3.50	\$3.60	\$3.70	\$3.80	\$3.95	\$4.05	\$4.20	\$4.25	\$4.35	\$4.35	\$0.95	
			3-zone	\$4.40	\$4.50	\$4.65	\$4.75	\$4.90	\$5.05	\$5.20	\$5.35	\$5.55	\$5.70	\$5.70	\$1.30	
			4-zone	\$5.65	\$5.75	\$5.90	\$6.10	\$6.30	\$6.45	\$6.65	\$6.85	\$7.05	\$7.25	\$7.25	\$1.60	
			5-zone	\$7.65	\$7.75	\$8.00	\$8.20	\$8.45	\$8.70	\$9.00	\$9.25	\$9.55	\$9.80	\$9.80	\$2.15	
		Cash, return ticket	1/2-zone	\$6.75	\$7.00	\$7.20	\$7.40	\$7.55	\$7.70	\$7.85	\$8.05	\$8.20	\$8.35	\$8.35	\$1.60	
			3-zone	\$8.75	\$9.00	\$9.25	\$9.55	\$9.85	\$10.05	\$10.30	\$10.50	\$10.70	\$10.90	\$10.90	\$2.15	
			4-zone	\$11.00	\$11.25	\$11.60	\$11.95	\$12.30	\$12.65	\$13.05	\$13.40	\$13.70	\$13.95	\$13.95	\$2.95	
			5-zone	\$15.00	\$15.25	\$15.70	\$16.20	\$16.65	\$17.15	\$17.70	\$18.20	\$18.75	\$19.30	\$19.30	\$4.30	
			<b>Discounted or non-short term fare products</b>													
			West Coast Express	Adult	Stored Value, one-way	1/2-zone	\$4.80	\$4.90	\$5.05	\$5.20	\$5.35	\$5.50	\$5.70	\$5.85	\$6.05	\$6.20
3-zone	\$6.25	\$6.35				\$6.55	\$6.75	\$6.95	\$7.15	\$7.35	\$7.60	\$7.80	\$8.05	\$8.05	\$1.80	
4-zone	\$7.65	\$7.75				\$8.00	\$8.20	\$8.45	\$8.70	\$9.00	\$9.25	\$9.55	\$9.80	\$9.80	\$2.15	
5-zone	\$10.40	\$10.50				\$10.80	\$11.15	\$11.45	\$11.80	\$12.15	\$12.55	\$12.90	\$13.30	\$13.30	\$2.90	
Stored Value, return pass	1/2-zone	\$10.50			\$10.75	\$11.05	\$11.40	\$11.75	\$12.10	\$12.35	\$12.60	\$12.85	\$13.15	\$13.15	\$2.65	
	3-zone	\$13.50			\$13.75	\$14.15	\$14.60	\$15.00	\$15.50	\$15.95	\$16.40	\$16.90	\$17.30	\$17.30	\$3.80	
	4-zone	\$16.75			\$17.00	\$17.50	\$18.05	\$18.60	\$19.15	\$19.70	\$20.30	\$20.90	\$21.45	\$21.45	\$4.70	
	5-zone	\$22.50			\$22.75	\$23.45	\$24.15	\$24.85	\$25.60	\$26.35	\$27.15	\$28.00	\$28.80	\$28.80	\$6.30	
Monthly Pass	1/2-zone	\$155.75			\$158.75	\$164.00	\$168.00	\$173.00	\$179.00	\$184.00	\$190.00	\$195.00	\$201.00	\$201.00	\$45.25	
	3-zone	\$205.00			\$208.00	\$214.00	\$221.00	\$227.00	\$234.00	\$241.00	\$248.00	\$256.00	\$263.00	\$263.00	\$58.00	
	4-zone	\$248.00			\$251.00	\$259.00	\$266.00	\$274.00	\$283.00	\$291.00	\$300.00	\$309.00	\$318.00	\$318.00	\$70.00	
	5-zone	\$339.75			\$342.75	\$353.00	\$364.00	\$375.00	\$386.00	\$397.00	\$409.00	\$422.00	\$434.00	\$434.00	\$94.25	
Concession	Stored Value, one-way	1/2-zone		\$2.80	\$2.90	\$3.00	\$3.10	\$3.15	\$3.25	\$3.35	\$3.45	\$3.55	\$3.65	\$3.65	\$0.85	
		3-zone		\$3.60	\$3.70	\$3.80	\$3.95	\$4.05	\$4.15	\$4.30	\$4.40	\$4.55	\$4.70	\$4.70	\$1.10	
		4-zone		\$4.70	\$4.80	\$4.95	\$5.10	\$5.25	\$5.40	\$5.55	\$5.75	\$5.90	\$6.10	\$6.10	\$1.40	
		5-zone		\$6.35	\$6.45	\$6.65	\$6.85	\$7.05	\$7.25	\$7.50	\$7.70	\$7.95	\$8.15	\$8.15	\$1.80	
	Stored Value, return pass	1/2-zone		\$6.50	\$6.75	\$6.90	\$7.05	\$7.20	\$7.35	\$7.50	\$7.65	\$7.80	\$7.95	\$7.95	\$1.45	
		3-zone		\$8.25	\$8.50	\$8.75	\$9.00	\$9.30	\$9.55	\$9.75	\$9.95	\$10.15	\$10.35	\$10.35	\$2.10	
		4-zone		\$10.50	\$10.75	\$11.05	\$11.40	\$11.75	\$12.10	\$12.45	\$12.75	\$13.00	\$13.25	\$13.25	\$2.75	
		5-zone		\$14.25	\$14.50	\$14.95	\$15.40	\$15.85	\$16.30	\$16.80	\$17.30	\$17.85	\$18.30	\$18.30	\$4.05	
	Monthly Pass	1/2-zone		\$95.00	\$97.00	\$100.00	\$103.00	\$106.00	\$109.00	\$112.00	\$116.00	\$119.00	\$123.00	\$123.00	\$28.00	
		3-zone		\$126.50	\$128.50	\$132.00	\$136.00	\$140.00	\$145.00	\$149.00	\$153.00	\$158.00	\$163.00	\$163.00	\$36.50	
		4-zone		\$156.25	\$158.25	\$163.00	\$168.00	\$173.00	\$178.00	\$183.00	\$189.00	\$195.00	\$200.00	\$200.00	\$43.75	
		5-zone		\$219.25	\$221.25	\$228.00	\$235.00	\$242.00	\$249.00	\$256.00	\$264.00	\$272.00	\$280.00	\$280.00	\$60.75	

**Table 13 : Projected Fare Revenue by Fare Type**

(in millions of dollars)

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018 - 2027
Regular, Short Term Fares	\$ 90	\$ 93	\$ 97	\$ 100	\$ 104	\$ 107	\$ 109	\$ 115	\$ 117	\$ 119	\$ 1,050
Discounted, Short Term Fares	\$ 188	\$ 203	\$ 218	\$ 232	\$ 251	\$ 264	\$ 281	\$ 305	\$ 318	\$ 334	\$ 2,593
Non-Short Term Fares	\$ 194	\$ 204	\$ 215	\$ 223	\$ 237	\$ 248	\$ 262	\$ 281	\$ 291	\$ 302	\$ 2,457
<b>Total</b>	<b>\$ 471</b>	<b>\$ 499</b>	<b>\$ 529</b>	<b>\$ 555</b>	<b>\$ 592</b>	<b>\$ 618</b>	<b>\$ 653</b>	<b>\$ 702</b>	<b>\$ 727</b>	<b>\$ 755</b>	<b>\$ 6,100</b>
Short Term Fares as a Percentage of Total	59%	59%	59%	60%	60%	60%	60%	60%	60%	60%	60%
Program Revenues	\$ 114	\$ 118	\$ 121	\$ 123	\$ 127	\$ 131	\$ 135	\$ 139	\$ 143	\$ 147	\$ 1,300
<b>Total Fare Revenues</b>	<b>\$ 585</b>	<b>\$ 618</b>	<b>\$ 651</b>	<b>\$ 678</b>	<b>\$ 719</b>	<b>\$ 750</b>	<b>\$ 788</b>	<b>\$ 841</b>	<b>\$ 869</b>	<b>\$ 902</b>	<b>\$ 7,400</b>

**Table 14 : Ridership Forecasts**

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018-2027
Ridership (millions of transit journeys)	252	259	266	267	275	280	288	302	306	310	2,805
Annual Increase (over previous year)	2.6%	3.0%	2.5%	0.5%	2.9%	1.9%	2.9%	5.0%	1.2%	1.4%	

**Table 15 : Major Road Network Expansion**

Major Road Network Expansion (lane-kilometres)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Length of the Major Road Network	2,657	2,684	2,710	2,738	2,765	2,793	2,820	2,849	2,877	2,906
Annual Increase (Over Previous Year)	11%	1%	1%	1%	1%	1%	1%	1%	1%	1%



## Appendix C: Planned bus improvements by sub-region

BURNABY AND NEW WESTMINSTER		
B-Line	New service	Richmond to Expo Line B-Line
	95 B-Line	Potential upgrades, such as transit priority and enhanced passenger amenities
Expand the Frequent Transit Network	112	Edmonds Station/New West Station
	128	Braid Station/22nd Street Station
	144	SFU/Metrotown Station
Improve or expand service area	N9	Downtown/Lougheed Station/Coquitlam Central Station NightBus
Extend hours of service	104	22nd St Station/Annacis Island
	388	Walnut Grove/22nd St Station
	N9	Downtown/Lougheed Station/Coquitlam Central Station
	N19	Downtown/Surrey Central Station NightBus
Reduce wait times	26	Joyce Station/29th Avenue Station
	28	Capilano University/Phibbs Exchange/Joyce Station
	100	22nd St Station/Marpole Loop
	101	Lougheed Station/22nd Street Station
	116	Edmonds Station/Metrotown Station
	156	Braid Station/Lougheed Station
Reduce overcrowding*	25	Brentwood Station/UBC
	49	Metrotown Station/UBC
	95 B-Line	SFU/Burrard Station B-Line
	130	Metrotown/Hastings/Kootenay/Capilano University

\*The overcrowding improvements listed above are examples only based on 2016 ridership data. The specific routes that will be selected for overcrowding improvements will be finalized closer to the date of implementation (2020-21).

MAPLE RIDGE AND PITT MEADOWS		
B-Line	Lougheed Highway B-Line	Potential upgrades, such as transit priority and enhanced passenger amenities
Extend hours of service	595	Maple Meadows Station/Langley Centre
Improve or expand service area	Maple Ridge and Pitt Meadows transit routes	Restructure shuttle network based on outcome of comprehensive Area Transport Plan process underway

**NORTH SHORE (BOWEN ISLAND, LIONS BAY, NORTH VANCOUVER CITY, NORTH VANCOUVER DISTRICT, WEST VANCOUVER)**

B-Line	Marine Drive-Main Street B-Line	Potential upgrades, such as transit priority and enhanced passenger amenities
Improve or expand service area	New service	New/expanded service to growing employment area, including Harbourside
Improve directness	254/256	Revised network in upper West Vancouver
Extend hours of service	262 (C12)	Caulfeild/Brunswick Beach
	N24	Downtown/Lynn Valley NightBus
	Various	Extend bus schedules to meet last SeaBus
Reduce wait times	28	Capilano University/Phibbs Exchange/Joyce Station
	211	Seymour/Phibbs Exchange/Vancouver
	229	Lynn Valley Centre/Lonsdale Quay
Reduce overcrowding	130	Metrotown/Hastings/Kootenay/Capilano University

**NORTHEAST SECTOR (ANMORE, BELCARRA, COQUITLAM, PORT COQUITLAM, PORT MOODY)**

B-Line	Lougheed Highway B-Line	Potential upgrades, such as transit priority and enhanced passenger amenities
Optimize routing and increase usefulness	181/182	Moody Centre Station/loco; Moody Centre Station/Belcarra
Improve or expand service area	N9	Downtown/Lougheed Station/Coquitlam Central Station NightBus
Extend hours of service	181/182	Moody Centre Station/loco; Moody Centre Station/Belcarra
	N9	Downtown/Lougheed Station/Coquitlam Central Station
Reduce wait times	151	Coquitlam Central Station/Burquitlam Station
	152	Coquitlam Central Station/Lougheed Station
	156	Braid Station/Lougheed Station
	159	Port Coquitlam Station/Braid Station

SOUTH OF FRASER (NORTH DELTA, LANGLEY CITY, LANGLEY TOWNSHIP, SURREY, WHITE ROCK)

B-Line	New service	Scott Road (120th Street) B-Line, including transit priority and enhanced passenger amenities
	Fraser Highway B-Line	Potential upgrades, such as transit priority and enhanced passenger amenities
Improve or expand service area	New service	New 68th Avenue Crosstown
	New service	East Fraser Heights
	Langley transit routes	Restructure Langley shuttle network
	640	Extend connections to Tsawwassen Ferry Terminal
Expand the Frequent Transit Network	323	Newton Exchange/Surrey Central Station
Extend hours of service	96	Guildford Exchange/Newton Exchange B-Line
	104	22nd St Station/Annacis Island
	322 (C75)	Newton Exchange/Scottsdale
	324	Newton Exchange/Surrey Central Station
	341	Guildford/Langley Centre
	342	Langley Centre/Newton Exchange
	363	Southpoint/Peace Arch Hospital
	364	Langley Centre/ Scottsdale Exchange
	388	Walnut Grove/22nd Street Station
	531	White Rock Centre/Willowbrook
	560/561 (C60)	Langley Centre/Langley Hospital
	595	Maple Meadows Station/Langley Centre
N19	Downtown/Surrey Central Station NightBus	
Reduce wait times	301	Newton Exchange/Brighthouse Station
	312	Scottsdale/Scott Road Station
	316	Surrey Central Station/Scottsdale
	325	Newton Exchange/Surrey Central Station
	341	Guildford/Langley Centre
	342	Langley Centre/Newton Exchange
	364	Langley Centre/ Scottsdale Exchange
	375	White Rock/White Rock South/Guildford
	501	Langley Centre/Surrey Central Station
	555	Lougheed Station/Carvolth Exchange
Reduce overcrowding*	351	Crescent Beach/Bridgeport Station
	555	Lougheed Station/Carvolth Exchange

\*The overcrowding improvements listed above are examples only based on 2016 ridership data. The specific routes that will be selected for overcrowding improvements will be finalized closer to the date of implementation (2020-21).

**SOUTHWEST (SOUTH DELTA, RICHMOND, TSAWWASSEN FIRST NATION)**

B-Line	New service	Richmond to Expo Line B-Line, including transit priority and enhanced passenger amenities
Improved or expand service area	640	Extend connections to Tsawwassen Ferry Terminal
Improve directness	N10/N15	Downtown/Cambie/Richmond NightBus
Expand the Frequent Transit Network	403	Bridgeport Station/Three Road
	601	South Delta/Boundary Bay/Bridgeport
Extend hours of service	606	Ladner Ring
	608	Ladner Ring
	N10	Downtown/Richmond NightBus
	N15	Downtown/Cambie/NightBus
Reduce wait times	301	Newton Exchange/Brighthouse Station
	401	One Road/Garden City
	402	Two Road/Brighthouse Station
	407	Gilbert/Bridgeport
Reduce overcrowding*	351	Crescent Beach/Bridgeport Station

*\*The overcrowding improvements listed above are examples only based on 2016 ridership data. The specific routes that will be selected for overcrowding improvements will be finalized closer to the date of implementation (2020-21).*

VANCOUVER, UBC, AND UEL

B-Line	95 B-Line	Potential upgrades, such as transit priority and enhanced passenger amenities
	41st Avenue B-Line	Potential upgrades, such as transit priority and enhanced passenger amenities
Improve or expand service area	New service	East Fraser Lands (River District)
	N9	Downtown/Lougheed Station/Coquitlam Central Station NightBus
Improve directness	N10/N15	Downtown/Cambie/Richmond NightBus
Extend hours of service	N8	Downtown/Fraser NightBus
	N9	Downtown/Lougheed Station/Coquitlam Central Station NightBus
	N10	Downtown/Richmond NightBus
	N15	Downtown/Cambie NightBus
	N17	Downtown/UBC NightBus
	N19	Downtown/Surrey Central Station NightBus
	N20	Downtown/Victoria NightBus
	N22	Downtown/Macdonald NightBus
	N24	Downtown/Lynn Valley NightBus
Reduce wait times	26	Joyce Station/29th Avenue Station
	27	Kootenay Loop/Joyce Station
	28	Capilano University/Phibbs Exchange/Joyce Station
	44	UBC/Downtown
	100	22nd Street Station/Marpole Loop
Reduce overcrowding*	2	Macdonald-16th Ave/Burrard Station
	4	Powell/Downtown/UBC
	14	Hastings/UBC
	25	Brentwood Station/UBC
	44	UBC/Downtown
	49	Metrotown Station/Dunbar Loop/UBC
	84	UBC/VCC Station
	95	UBC/Downtown
	130	Metrotown/Hastings/Kootenay/Capilano University

*\*The overcrowding improvements listed above are examples only based on 2016 ridership data. The specific routes that will be selected for overcrowding improvements will be finalized closer to the date of implementation (2020-21).*

## Appendix D: Regional Transportation Development Cost Charge Eligible Projects

In May 2018, the provincial government passed legislation enabling TransLink to levy a new region-wide development cost charge (DCC) to fund certain types of transit and regional transportation capital projects related to growth. To contribute to the regional share of funding for paying for growth related expansion and upgrade projects in Phase One and Phase Two of the 10-Year Vision, TransLink will impose a new region-wide development cost charge (DCC).

A list of all projects from Phase One and Phase Two of the 10-Year Vision that are eligible for funding by the DCC is presented in Table 1 below, including an estimate of the money TransLink will be required to pay in each year of the Plan to fund these eligible projects. These projects are required for TransLink to expand the regional transportation system and accommodate projected population growth resulting from development in TransLink's service region. A significant amount of travel demand in Metro Vancouver is for trips that cross municipal boundaries; new development throughout the transportation service region is expected to increase demand and put capacity pressure on the entire regional transportation system. The projects to be funded by the DCC will assist TransLink in addressing these capacity and growth-related issues. The total cost for funding these capacity expansion capital projects in Phase One and Phase Two is estimated at \$6.3 billion. Revenue from the DCC would contribute approximately 4% of the funding for these eligible projects. The remaining revenue comes from federal and provincial contributions, TransLink's existing resources, and new regional funding. For more detail on funding, see section 4 of this Plan.

From 2018 to 2027, TransLink anticipates receiving \$252 million in revenue from the DCC; the bottom of Table 1 outlines the total amount of money anticipated each year. This revenue will be deposited into a reserve fund from which expenditures related to the eligible projects will be paid; specific expenditures will be confirmed through TransLink's annual capital planning process.

**TABLE 1: REGIONAL TRANSPORTATION DEVELOPMENT COST CHARGE PROGRAM – ELIGIBLE PROJECTS AND ANNUAL ESTIMATED CAPITAL COSTS, AND ANTICIPATED DCC REVENUE (\$ MILLIONS)**

BUS EXCHANGE/DEPOT AND SEABUS EXPANSION	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Newton Exchange Expansion Upgrade	•									
Nanaimo Exchange Upgrade	•									
Metrotown Exchange Upgrade	•									
Phibbs Exchange Upgrade	•									
Capacity Expansion at Existing Bus Depots*	•	•	•	•	•					
New Marpole Bus Depot	•	•	•	•	•	•				
B-Line Infrastructure Expansion		•	•	•	•	•	•	•	•	•
Regional Bus Priority Infrastructure Expansion		•	•	•	•					
SeaBus Fleet Expansion	•	•								

<sup>1</sup> Development cost charges may not be used to fund capital costs related to motor vehicles (other than ferries), vehicles capable of being propelled by muscular power, or parking facilities. A motor vehicle is defined in the South Coast British Columbia Transportation Authority Act as “...a vehicle propelled, other than by muscular power, but does not include (a) airplanes, (b) the cars of electric and steam railways, or (c) other vehicles running only on rails or tracks.”

**TABLE 1: REGIONAL TRANSPORTATION DEVELOPMENT COST CHARGE PROGRAM – ELIGIBLE PROJECTS AND ANNUAL ESTIMATED CAPITAL COSTS, AND ANTICIPATED DCC REVENUE (\$ MILLIONS)**

<b>SKYTRAIN AND WEST COAST EXPRESS EXPANSION</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>2027</b>
Joyce-Collingwood Station Upgrade	•									
Commercial-Broadway Station Upgrade	•									
Brentwood Station Upgrade		•	•							
Burrard Station Upgrade	•	•	•	•	•					
Expo-Millennium Upgrade Program - Power Expansion	•	•	•	•	•	•	•	•	•	•
Expo-Millennium Upgrade Program - Storage Expansion	•	•	•	•			•	•		
Expo-Millennium Upgrade Program - Systems Expansion	•	•	•	•	•	•				
Expo-Millennium Upgrade Program – Maintenance Capacity Expansion	•	•	•	•	•	•				
Expo-Millennium Upgrade Program - Control Center Expansion										
Expo-Millennium Line Fleet Expansion	•	•	•	•	•	•	•	•		
Canada Line Fleet Expansion	•									
Canada Line Station Upgrades	•	•								
West Coast Express Fleet Expansion	•	•								
<b>NEW MAJOR PROJECTS</b>										
Surrey-Newton-Guildford Light Rail Transit – Planning, Design and Engineering	•									
Surrey-Newton-Guildford Light Rail Transit - Construction	•	•	•	•	•	•				
Surrey-Newton-Guildford Light Rail Vehicles	•	•	•	•	•	•				
Millennium Line Broadway Extension - Planning, Design and Engineering	•									
Millennium Line Broadway Extension - Construction	•	•	•	•	•	•	•	•		
Surrey-Langley Light Rail Transit - Planning, Design and Engineering			•	•	•					
Burnaby Mountain Gondola - Project Development		•	•							
Rapid Transit to UBC Point Grey Campus – Project Development	•	•	•							
<b>Estimated Total Capital Costs of Eligible Projects</b>	<b>\$686</b>	<b>\$624</b>	<b>\$1,368</b>	<b>\$1,233</b>	<b>\$883</b>	<b>\$728</b>	<b>\$580</b>	<b>\$126</b>	<b>\$54</b>	<b>\$12</b>
<b>Anticipated DCC Revenue</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29</b>	<b>\$30</b>	<b>\$30</b>	<b>\$31</b>	<b>\$32</b>	<b>\$33</b>	<b>\$33</b>	<b>\$34</b>

Specific bus depots to be determined through TransLink’s annual capital planning process.

\*\* These DCC Revenue forecasts are based on the draft DCC bylaws attached to this Investment Plan and a target of \$29 million per year (in 2020 dollars), including 2.4% per year inflation, but remain subject to final approval of the DCC bylaws, including rates and inflationary index.

Note: Capital costs in this table include interest incurred during construction, but do not include other interest costs related to these projects that are also eligible for funding by the DCC.





# **ANNEX C: By-Laws and Resolutions for the Phase Two Plan (2018-2027 Investment Plan)**

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY  
BYLAW NUMBER 61-2009**

*A Bylaw imposing Parking Sales Tax*

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY  
BYLAW NUMBER 61-2009**

**A Bylaw imposing Parking Sales Tax**

WHEREAS pursuant to the *South Coast British Columbia Transportation Authority Act* (the "Act"), the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS pursuant to section 30.1 of the Act, the Authority may, by bylaw, set, as the rate of tax payable under section 61(1) of the *Social Service Tax Act*, a rate of tax on the purchase price of the parking right in respect of which the tax is paid.

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. The rate of tax payable on the purchase price of parking rights under section 61(1) of the *Social Service Tax Act* shall be 21%.
2. This Bylaw may be cited as the "South Coast British Columbia Transportation Authority Parking Sales Tax Bylaw Number 61-2009."
3. This Bylaw comes into force and takes effect on January 1, 2010.

READ A FIRST, SECOND AND THIRD TIME this 28<sup>th</sup> day of October, 2009

RECONSIDERED, PASSED AND FINALLY ADOPTED this 28<sup>th</sup> day of October, 2009

*Original signed by Dale Parker*  
Dale Parker, Board Chair

*Original signed by Carol Lee*  
Carol Lee, Corporate Secretary

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**BYLAW NUMBER 117-2018**

*A Bylaw imposing 2018 Property Tax*

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**BYLAW NUMBER 117-2018**

A Bylaw imposing 2018 Property Tax

WHEREAS pursuant to the *South Coast British Columbia Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region, as defined in the Act, other than land and improvements that are taxable for school purposes only by special act.

AND WHEREAS in assessing the tax the Authority must adopt a variable tax rate system in which individual tax rates are determined and imposed for each property class.

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. In this Bylaw, "transportation service region" means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
2. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the variable rates set out in Schedule 1 attached thereto.
3. This Bylaw may be cited as the "South Coast British Columbia Transportation Authority 2018 Property Tax Bylaw Number 117-2018."
4. This Bylaw comes into force and takes effect on January 1, 2018.

READ A FIRST, SECOND AND THIRD TIME this March 29, 2018.

RECONSIDERED, PASSED AND FINALLY ADOPTED this March 29, 2018.

Original signed by Lorraine Cunningham  
Lorraine Cunningham, Chair

Original signed by Gigi Chen-Kuo  
Gigi Chen-Kuo, Corporate Secretary

**SCHEDULE 1 attached to and forming part of**  
**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
**2018 PROPERTY TAX BYLAW NUMBER 117-2018**

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.2088
02	Utilities	2.3524
04	Major Industry	1.5920
05	Light Industry	1.0708
06	Business/Other	0.8494
08	Recreational and Non-Profit	0.1858
09	Farm	0.3458

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**PROPOSED BYLAW**

A Proposed Bylaw imposing 2019 Property Tax

WHEREAS pursuant to the *South Coast British Columbia Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region, as defined in the Act, other than land and improvements that are taxable for school purposes only by special act.

AND WHEREAS in assessing the tax the Authority must adopt a variable tax rate system in which individual tax rates are determined and imposed for each property class.

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. In this Bylaw, "transportation service region" means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
2. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the variable rates set out in Schedule 1 attached thereto.
3. This Bylaw may be cited as the "South Coast British Columbia Transportation Authority Proposed 2019 Property Tax Bylaw."
4. This Bylaw comes into force and takes effect on January 1, 2019.

READ A FIRST, SECOND AND THIRD TIME this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

RECONSIDERED, PASSED AND FINALLY ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Lorraine Cunningham, Chair

\_\_\_\_\_  
Gigi Chen-Kuo, Corporate Secretary



**SCHEDULE 1 attached to and forming part of**  
**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
**PROPOSED 2019 PROPERTY TAX BYLAW**

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.2066
02	Utilities	2.3448
04	Major Industry	1.4212
05	Light Industry	0.9523
06	Business/Other	0.7617
08	Recreational and Non-Profit	0.1680
09	Farm	0.3436

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**PROPOSED BYLAW**

A Proposed Bylaw imposing 2020 Property Tax

WHEREAS pursuant to the *South Coast British Columbia Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region, as defined in the Act, other than land and improvements that are taxable for school purposes only by special act.

AND WHEREAS in assessing the tax the Authority must adopt a variable tax rate system in which individual tax rates are determined and imposed for each property class.

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. In this Bylaw, "transportation service region" means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
2. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the variable rates set out in Schedule 1 attached thereto.
3. This Bylaw may be cited as the "South Coast British Columbia Transportation Authority Proposed 2020 Property Tax Bylaw."
4. This Bylaw comes into force and takes effect on January 1, 2020.

READ A FIRST, SECOND AND THIRD TIME this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

RECONSIDERED, PASSED AND FINALLY ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Lorraine Cunningham, Chair

\_\_\_\_\_  
Gigi Chen-Kuo, Corporate Secretary

**SCHEDULE 1 attached to and forming part of**  
**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
**PROPOSED 2020 PROPERTY TAX BYLAW**

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.2032
02	Utilities	2.2973
04	Major Industry	1.4097
05	Light Industry	0.9276
06	Business/Other	0.7337
08	Recreational and Non-Profit	0.1646
09	Farm	0.3402

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**BY-LAW NUMBER 118-2018**

*A Bylaw imposing 2018 Replacement Tax*

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**BYLAW NUMBER 118-2018**

A Bylaw imposing 2018 Replacement Tax

WHEREAS pursuant to the *South Coast British Columbia Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region, as defined in the Act, other than land and improvements that are taxable for school purposes only by special act.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region if the additional tax generates property tax revenue that is not more than \$18 million in this fiscal year and the additional tax is collected only from property classes 1, 2, 4, 5 and 6 in whatever proportions the authority may determine.

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. In this Bylaw, “transportation service region” means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
2. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the rates set out in Schedule 1 attached thereto.
3. This Bylaw may be cited as the “South Coast British Columbia Transportation Authority 2018 Replacement Tax Bylaw Number 118-2018.”
4. This Bylaw comes into force and takes effect on January 1, 2018.

READ A FIRST, SECOND AND THIRD TIME this March 29, 2018.

RECONSIDERED, PASSED AND FINALLY ADOPTED this March 29, 2018.

Original signed by Lorraine Cunningham  
Lorraine Cunningham, Chair

Original signed by Gigi Chen-Kuo  
Gigi Chen-Kuo, Corporate Secretary

**SCHEDULE 1 attached to and forming part of**  
**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
**2018 REPLACEMENT TAX BYLAW NUMBER 118-2018**

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.0027
02	Utilities	0.1033
04	Major Industry	0.1073
05	Light Industry	0.0912
06	Business/Other	0.0902

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**PROPOSED BYLAW**

A Proposed Bylaw imposing 2019 Replacement Tax

WHEREAS pursuant to the *South Coast British Columbia Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region, as defined in the Act, other than land and improvements that are taxable for school purposes only by special act.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region if the additional tax generates property tax revenue that is not more than \$18 million in this fiscal year and the additional tax is collected only from property classes 1, 2, 4, 5 and 6 in whatever proportions the authority may determine.

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. In this Bylaw, "transportation service region" means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
2. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the rates set out in Schedule 1 attached thereto.
3. This Bylaw may be cited as the "South Coast British Columbia Transportation Authority Proposed 2019 Replacement Tax Bylaw."
4. This Bylaw comes into force and takes effect on January 1, 2019.

READ A FIRST, SECOND AND THIRD TIME this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

RECONSIDERED, PASSED AND FINALLY ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Lorraine Cunningham, Chair

\_\_\_\_\_  
Gigi Chen-Kuo, Corporate Secretary

**SCHEDULE 1 attached to and forming part of**  
**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
**PROPOSED 2019 REPLACEMENT TAX BYLAW**

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.0023
02	Utilities	0.0874
04	Major Industry	0.0908
05	Light Industry	0.0772
06	Business/Other	0.0763



**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**PROPOSED BYLAW**

A Proposed Bylaw imposing 2020 Replacement Tax

WHEREAS pursuant to the *South Coast British Columbia Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region, as defined in the Act, other than land and improvements that are taxable for school purposes only by special act.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region if the additional tax generates property tax revenue that is not more than \$18 million in this fiscal year and the additional tax is collected only from property classes 1, 2, 4, 5 and 6 in whatever proportions the authority may determine.

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. In this Bylaw, “transportation service region” means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
2. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the rates set out in Schedule 1 attached thereto.
3. This Bylaw may be cited as the “South Coast British Columbia Transportation Authority Proposed 2020 Replacement Tax Bylaw.”
4. This Bylaw comes into force and takes effect on January 1, 2020.

READ A FIRST, SECOND AND THIRD TIME this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

RECONSIDERED, PASSED AND FINALLY ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Lorraine Cunningham, Chair

\_\_\_\_\_  
Gigi Chen-Kuo, Corporate Secretary

**SCHEDULE 1 attached to and forming part of**  
**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
**PROPOSED 2020 REPLACEMENT TAX BYLAW**

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.0021
02	Utilities	0.0805
04	Major Industry	0.0836
05	Light Industry	0.0710
06	Business/Other	0.0702

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**BYLAW NUMBER •-2018**

**A BYLAW TO ESTABLISH A WAIVER OF DEVELOPMENT COST CHARGES  
FOR AFFORDABLE HOUSING**

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DRAFT

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY  
BYLAW NUMBER •-2018**

**WHEREAS:**

- A. Pursuant to Section 34.21 of the Act, the Authority has imposed a Development Cost Charge pursuant to South Coast British Columbia Transportation Authority Bylaw Number •-2018;
- B. Pursuant to Section 34.24 of the Act, the Authority may, by bylaw, waive or reduce a Development Cost Charge imposed by bylaw pursuant to Section 34.21 of the Act for an “eligible development”; and
- C. It is deemed desirable to establish requirements and conditions for a waiver or reduction of Development Cost Charges for Not-for-Profit Rental Housing;

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

**1. CITATION**

- 1.(1) The official citation for this Bylaw is “South Coast British Columbia Transportation Authority Bylaw No. •, 2018”.
- 1.(2) This Bylaw may be cited as the “Development Cost Charge Waiver Bylaw”.

**2. INTERPRETATION**

- 2.(1) Definitions. In this Bylaw (including the recitals hereto):

“**Act**” means the *South Coast British Columbia Transportation Authority Act*, SBC 1998, c. 30;

“**Authority**” means the South Coast British Columbia Transportation Authority continued under the Act;

“**BC Housing**” means the British Columbia Housing Management Commission;

“**CMHC**” means Canada Mortgage and Housing Corporation;

“**Development Cost Charge**” means a development cost charge payable by a person to a Collection Entity on behalf of the Authority pursuant to the South Coast British Columbia Transportation Authority Development Cost Charge Bylaw No. •, 2018;

“**Effective Date**” means the date this Bylaw comes into force and takes effect;

“**Eligible Development**” means a Development containing Not-for-Profit Rental Housing;

**“Eligibility Criteria”** means criteria established by a Not-for-Profit Society, BC Housing, CMHC, a Non-Profit Municipal Housing Corporation or a Registered Charity or any authorized designate of any of the foregoing entities, used to determine eligibility of a person to occupy a Dwelling Unit within a Not-for-Profit Rental Housing Development;

**“Group Home”** means staffed residential housing for those with a level of disability that requires continual assistance to complete daily tasks of living (such as taking medication, dressing or bathing);

**“Non-Profit Municipal Housing Corporation”** means a non-profit housing corporation established at the initiative of a municipality or regional district;

**“Not-for-Profit Rental Housing”** means a Residential Use Development, Combination Development or Supportive Living Housing Development comprising housing that is:

- (a) owned, leased or otherwise held by a Not-for-Profit Society, BC Housing, CMHC, a Non-Profit Municipal Housing Corporation or a Registered Charity;
- (b) operated as rental housing for, and made available to, people who meet Eligibility Criteria, in exchange for Rent; and
- (c) governed by the terms of an agreement and/or covenant with the Province of British Columbia, BC Housing, CMHC or a municipality regarding the operation of the housing and stipulating how the Dwelling Units will be occupied and managed;

but not including:

- (d) a community care facility under the *Community Care and Assisted Living Act*, SBC 2002, c. 75;
- (e) a continuing care facility under the *Continuing Care Act*, RSBC 1996, c. 70;
- (f) a public or private hospital under the *Hospital Act*, RSBC 1996, c. 200;
- (g) a Provincial mental health facility, an observation unit or a psychiatric unit designated under the *Mental Health Act*, RSBC 1996, c. 288; or
- (h) a housing-based health facility that provides hospitality support services and personal health care;

**“Not-for-Profit Society”** means a society registered under the *Societies Act*, SBC 2015, c. 18, in respect of which:

- (a) the society's bylaws' or constitution's stated purpose is to provide affordable housing for low (or low and moderate) income households, or another similar purpose consistent with the type of services being provided;
- (b) the society's bylaws provide that the society's directors may not be remunerated in any capacity, nor may the directors serve as employees;
- (c) the society's bylaws provide that upon dissolution, or wind up of the society, the society's assets will be disposed of to an organization(s) with a similar not-for-profit purpose of providing affordable housing;
- (d) items addressed in paragraphs (a), (b) and (c) must be unalterable or otherwise restricted in accordance with the applicable legislation or regulation, or require the prior written consent of the Authority to alter; and
- (e) the society's rules of conduct must be in accordance with the society's purposes and applicable legislation;

**"On-Site Support Services"** means services to support independent daily living that are physically offered in the building's office or common areas, and include but are not limited to:

- (a) health and mental health services;
- (b) health and community support referrals;
- (c) addiction services;
- (d) employment and education services;
- (e) job and life skills training;
- (f) assistance with meal preparation or housekeeping; and
- (g) counselling and outreach services;

but not including personal continual assistance services such as bathing, dressing or medication assistance, as offered in a Group Home;

**"Registered Charity"** means a charitable foundation or a charitable organization as defined in the *Income Tax Act*, R.S.C. 1985, c. 1;

- (a) the registered charity's bylaws' or constitution's stated purpose is to provide affordable housing for low (or low and moderate) income households, or another similar purpose consistent with the type of services being provided;

- (b) the registered charity's bylaws provide that the society's directors may not be remunerated in any capacity, nor may the directors serve as employees;
- (c) the registered charity's bylaws provide that upon dissolution or wind up of the society, the society's assets will be disposed of to an organization(s) with a similar charitable purpose;
- (d) items addressed in paragraphs (a), (b) and (c) must be unalterable or otherwise restricted in accordance with the applicable legislation or regulation, or require the prior written consent of the Authority to alter; and
- (e) the registered charity's rules of conduct must be in accordance with the charity's purposes and applicable legislation;

**"Rent"** means money paid or agreed to be paid, or value or a right given or agreed to be given, by or on behalf of a tenant to a landlord in return for the right to rent a Dwelling Unit, for the use of common areas and for services or facilities and includes any and all strata fees, regardless of whether such fees are paid directly to the landlord, but does not include any of the following:

- (a) a security deposit;
- (b) a pet damage deposit;
- (c) a fee prescribed under section 97 (2) (k) of the Residential Tenancy Act;

**"Residential Tenancy Act"** means the *Residential Tenancy Act*, SBC 2002, c. 78; and

**"Supportive Living Housing"** means housing, not including a Group Home, that integrates Dwelling Units for persons who were previously homeless or who are at risk of homelessness, who may also:

- (a) have a mental illness;
- (b) have or be recovering from drug or alcohol addictions; or
- (c) experience other barriers to housing;

with On-Site Support Services that are available to the residents of the Dwelling Units, where occupancy is not restricted to less than 90 days.



- 2.(2) **Same Meaning.** Terms defined in the South Coast British Columbia Transportation Authority Development Cost Charge Bylaw No. • , 2018, have the same meaning in this Bylaw.
- 2.(3) **References to an Enactment Include Its Amendments.** References in this Bylaw to an enactment include the enactment as it may be amended or replaced from time to time.

### **3. WAIVER OF DEVELOPMENT COST CHARGES**

- 3.(1) Waiver of Development Cost Charges for Eligible Development. Notwithstanding Section 3.(1) of the South Coast British Columbia Transportation Authority Development Cost Charge Bylaw No. • , 2018, and subject to Section 3.(2) of this Bylaw, the Authority will, for an Eligible Development, waive or refund to the applicable Collection Entity on behalf of the registered owner, Development Cost Charges that are otherwise payable in respect of:
- (a) all Dwelling Units within the Development, if at least thirty percent of such Dwelling Units are to be occupied by households with incomes at or below housing income limits for the corresponding size of housing unit, as set out in the current “Housing Income Limits” (HILs) table published by the BC Housing, or equivalent publication; or
  - (b) only those Dwelling Units within the Development that are to be occupied by households with incomes at or below housing income limits for the corresponding size of housing unit, as set out in the current HILs table, or equivalent publication, if less than thirty percent of all of the Dwelling Units are to be occupied by such households.
- 3.(2) Application for Waiver. No waiver or refund pursuant to Section 3.(1) shall be granted unless a registered owner’s application for a waiver of Development Cost Charges in respect of an Eligible Development has been submitted to, and approved by the Authority as fulfilling all of this Bylaw’s eligibility requirements and conditions for a waiver or refund of Development Cost Charges.

### **4. RECORD KEEPING AND REPORTING**

- 4.(1) Statements. Each Collection Entity must provide statements to the Authority, for every six month period comprising January 1 to June 30 and July 1 to December 31, setting out:
- (a) the registered owner or lessee; and
  - (b) the number and type of use

of all Dwelling Units (calculated in accordance with the Rate Schedule set out in the South Coast British Columbia Transportation Authority Development Cost Charge Bylaw No. •, 2018) in respect of which Building Permits were required where Development Cost Charges were waived under this Bylaw.

- 4.(2) **Reports.** Authority staff will report annually to the Board of Directors of the Authority, and any time upon the request of the Board, the number and cost of Development Cost Charge waivers or reductions granted under this Bylaw.

**5. EFFECTIVE DATE**

- 5.(1) Effective Date. The effective date of this Bylaw is the date of adoption by the Board of Directors of the Authority.

**6. INTERPRETATION**

- 6.(1) Severability. If a portion of this Bylaw is held to be invalid it shall be severed and the remainder of the Bylaw shall remain in effect.

DRAFT

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
**BYLAW NUMBER •-2018**  
**A BYLAW TO IMPOSE DEVELOPMENT COST CHARGES**

**Effective January 15, 2019**

**THIS DRAFT BYLAW IS SUBJECT TO FURTHER REVIEW AND REVISION BEFORE APPROVAL BY THE TRANSLINK BOARD OF DIRECTORS.**

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DRAFT

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY  
BYLAW NUMBER •-2018**

**WHEREAS:**

A. Pursuant to Part 3.1 of the Act, the Authority may, by bylaw, impose development cost charges on every person who obtains approval of a Subdivision or a Building Permit authorizing the construction, alteration or extension of a building or structure that is within the Transportation Service Region;

B. Development cost charges provide funds to assist the Authority to pay the Capital Costs of Eligible Projects to service, directly or indirectly, the Development for which the charge is being imposed;

C. Pursuant to the Act, development cost charges are not payable in certain circumstances and the Authority may waive or reduce development cost charges for eligible developments; and

D. In setting development cost charges under this Bylaw, the Authority has taken the following into consideration:

- (a) future land use patterns and development;
- (b) the phasing of works and services;
- (c) how development designed to result in a low environmental impact may affect the Capital Costs of an Eligible Project;
- (d) whether the charges are excessive in relation to the Capital Costs of prevailing standards of service in the Transportation Service Region;
- (e) whether the charges will, in the Transportation Service Region:
  - (i) deter development;
  - (ii) discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land; or
  - (iii) discourage development designed to result in a low environmental impact;

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

## 1. CITATION

- 1.(1) The official citation for this Bylaw is “South Coast British Columbia Transportation Authority Bylaw No. •, 2018”.
- 1.(2) This Bylaw may be cited as the “Development Cost Charge Bylaw”.

## 2. INTERPRETATION

- 2.(1) Definitions. In this Bylaw (including the recitals hereto):

“**Act**” means the *South Coast British Columbia Transportation Authority Act*, SBC 1998, c. 30;

“**Authority**” means the South Coast British Columbia Transportation Authority continued under the Act;

“**Apartment Dwelling Unit**” means a Dwelling Unit in a building or structure that consists or may consist of two or more storeys and contains or may contain four or more Dwelling Units, whereby the building or structure has a principal exterior entrance used in common for access to the Dwelling Units. Apartment Dwelling Unit does not include Dwelling Units that are Townhouse Dwelling Units;

“**Building Permit**” means any permit required by a Collection Entity that authorizes the construction, alteration or extension of a building or structure that is within the Transportation Service Region;

“**Capital Costs**” has the same meaning as in the Act;

“**Collection Entity**” has the same meaning as in the Act;

“**Combination Development**” means any Development that comprises two or more of the following uses:

- (a) Single Family Dwelling;
- (b) Duplex;
- (c) Townhouse Dwelling Unit;
- (d) Apartment Dwelling Unit;
- (e) Retail/Service Use;
- (f) Institutional Use;
- (g) Office Use; and

(h) Industrial Use;

“**Community Charter**” means the *Community Charter*, SBC 2003, c. 26;

“**Development**” means:

- (a) a Subdivision; or
- (b) the construction, alteration or extension of a building or structure for which a Building Permit is obtained;

“**Duplex**” means a building or structure that contains or may contain two Dwelling Units, each of which Dwelling Unit has a direct exterior entrance, and neither of which Dwelling Units is a Secondary Suite;

“**Dwelling Unit**” means one or more rooms comprising a self-contained unit that is used or intended to be used for living and sleeping purposes and for which is provided cooking facilities, or the facilities for installation of cooking facilities, and one or more bathrooms having a sink or wash-basin, a water closet, and a shower or bath;

“**Effective Date**” means the date this Bylaw comes into force and takes effect;

“**Eligible Project**” has the same meaning as in the Act;

“**Floor Area**” means:

- (a) the floor area of the building or structure (measured from the outside edge of all exterior walls of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles; or
- (b) in the case of an alteration or extension of less than the entire building or structure, the portion of the building or structure to which the Building Permit applies (measured from the outside edge of any exterior walls in such portion of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles;

“**Industrial Use**” means a use providing for the manufacture, processing, fabrication, assembly, storage, transportation, distribution, wholesale, testing, service, repair, wrecking, recycling or salvaging of goods, materials or things for direct use or resale to business customers, and not for the general public [but does not include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Industrial Use];

“**Institutional Use**” means a use providing for public functions including:

- (a) schools, and colleges and universities operated by duly incorporated federal or provincial societies exclusively as non-profit, charitable organization;
- (b) hospital;
- (c) community centre;
- (d) courts, police stations and jail;
- (e) libraries and museum; and
- (f) buildings or structures associated with public parks, public playgrounds, cemeteries and works yards;

but does not include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Institutional Use.;

**“In-stream”** has the same meaning as in the Act;

**“Issuing Entity”** has the same meaning as in the Act;

**“Land Title Act”** means the *Land Title Act*, RSBC 1996, c.250;

**“Laneway House”** has the meaning given to such term in the applicable bylaws of the Collection Entity in whose area of jurisdiction the laneway house is located or, in the absence of such a definition, means a detached building or structure containing one Dwelling Unit and constructed in the yard of a site on which is situate a Single Family Dwelling;

**“Local Government Act”** means the *Local Government Act*, RSBC 2015, c. 1;

**“Municipal Charges”** means development cost charges, infrastructure impact charges, or similar charges imposed by a Collection Entity under the Local Government Act, the Community Charter, the Vancouver Charter or the University Act, as the case may be;

**“Non-Residential Use”** means Retail/Service Use, Institutional Use, Office Use and Industrial Use;

**“Office Use”** means a use providing for the provision of administrative, clerical, management, professional or technical services, but excludes such use(s) where they are ancillary to an Industrial Use, Institutional Use or Retail/Service Use;

**“Parcel”** means any lot, block or other area in which land is held or into which land is legally subdivided and for greater certainty, without limiting the foregoing, includes a strata lot under the Strata Property Act;



**“Precursor Application”** has the same meaning as in the Act;

**“Rate Schedule”** means the schedule of development cost charge rates that is attached as Schedule A to this Bylaw;

**“Reserve Fund”** means the reserve fund established pursuant to Section 5.(1), to which development cost charges are to be deposited pursuant to this Bylaw;

**“Residential Use”** means Single Family Dwelling, Duplex, Townhouse Dwelling Unit and Apartment Dwelling Unit;

**“Retail/Service Use”** means a use providing for the sale or rental of goods or services, personal services, or the servicing and repair of goods and includes:

- (a) entertainment and recreation facilities;
- (b) commercial schools, including, without limitation, facilities which include instruction in the arts, sports, business, self-improvement, academics and trades;
- (c) service stations;
- (d) tourist accommodations and facilities’;
- (e) adult or child day-care centres;
- (f) Sleeping Units;
- (g) community care and congregate housing and care;
- (h) any use permitted as a commercial use;
- (i) uses ancillary to any commercial use located on the same Parcel that serves or enhances the commercial use;

but does not include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Retail/Service Use;

**“Secondary Suite”** has the meaning given to such term in the applicable bylaws of the Collection Entity in whose area of jurisdiction the secondary suite is located or, in the absence of such a definition, means an accessory Dwelling Unit within a building of residential occupancy containing only one principal Dwelling Unit;

**“Single Family Dwelling”** means a detached building or structure that contains one principal Dwelling Unit and may contain one Secondary Suite;

“**Sleeping Units**” means one or more rooms that do not contain cooking facilities used for the lodging of persons;

“**Strata Property Act**” means the *Strata Property Act*, SBC 1998, c. 43;

“**Subdivision**” means:

- (a) the division of land into two or more Parcels, whether by plan, apt descriptive words or otherwise under the Land Title Act; and
- (b) a subdivision under the Strata Property Act;

and includes the consolidation of two or more Parcels, and phased strata plans;

“**Townhouse Dwelling Unit**” means a Dwelling Unit in a building or structure that contains or may contain four or more Dwelling Units, each of which Dwelling Unit has a direct exterior entrance;

“**Transportation Service Region**” has the same meaning as in the Act;

“**University Act**” means the *University Act*, RSBC 1996, c. 468; and

“**Vancouver Charter**” means the *Vancouver Charter*, SBC 1953, c. 55.

### **3. DEVELOPMENT COST CHARGES**

3.(1) Application of Development Cost Charges. Subject to Section 3.(4), every person who obtains from the applicable Collection Entity:

- (a) approval of a Subdivision that is in the Transportation Service Region; or
- (b) a Building Permit;

must pay the applicable development cost charges set out in this Bylaw to that Collection Entity on behalf of the Authority, before or at the time of the approval of the Subdivision or the issuance of the Building Permit.

3.(2) No Exemption. Without limiting the generality of Section 3.1, a Building Permit in Section 3.1(b) includes a permit authorizing the construction, alteration or extension of any building or structure that will, after the construction, alteration, or extension, contain one or more Dwelling Units and be put to no other use than the Residential Use in those Dwelling Units.

- 3.(3) Secondary Suites. Notwithstanding anything to the contrary contained in this Bylaw, development cost charges are not payable under this Bylaw for the construction, alteration or extension of one Secondary Suite in a Single Family Dwelling or for the construction, alteration or extension of a Laneway House.
- 3.(4) Exemptions from Development Cost Charges. A development cost charge is not payable:
- (a) in relation to a Development authorized by a Building Permit that authorizes the construction, alteration or extension of a building or part of a building that is, or will be, after the construction, alteration or extension, exempt from taxation under any of the following:
    - (i) section 220(1)(h) of the Community Charter;
    - (ii) section 224(2)(f) of the Community Charter;
    - (iii) section 15(1)(d) of the *Taxation (Rural Area) Act*, RSBC 1996, c. 448;
    - (iv) section 396(1)(c)(iv) of the Vancouver Charter; or
    - (v) a law of a treaty first nation that provides for an exemption similar to an exemption under paragraphs (i) to (iv) of this subsection;
  - (b) if a development cost charge has previously been paid for the same Development unless, as a result of further development, additional Capital Cost burdens will be imposed on the Authority;
  - (c) if the Development does not impose additional Capital Cost burdens on the Authority;
  - (d) in relation to the construction, alteration or extension of self-contained Dwelling Units in a building authorized by a Building Permit if:
    - (i) each unit is no larger in area than 29 square metres (312.153 sq. ft.), and
    - (ii) each unit is to be put to no use other than the Residential Use in those Dwelling Units; or
  - (e) in relation to a Development authorized by a Building Permit if the value of the work authorized by the permit does not exceed \$50,000.

- 3.(5) Calculation of Development Cost Charges. Development cost charges imposed under this Bylaw will be calculated in accordance with the rates set out in the Rate Schedule.
- 3.(6) Combination Development. Without restricting the generality of Section 3.(5), the development cost charges for a Combination Development will be calculated separately for the portion of the Combination Development attributable to each Residential Use and Non-Residential Use and will be the sum of the development cost charges for each such use, calculated according to the Rate Schedule.
- 3.(7) Timing of Payment of Development Cost Charges. Development cost charges imposed under this Bylaw must be paid to the Collection Entity approving the Subdivision or issuing the Building Permit, as the case may be, as follows:
- (a) at the same time as any Municipal Charges as may be levied on the Development under a bylaw of the Collection Entity are payable to that Collection Entity; or
  - (b) if no Municipal Charges will be levied on the Development under a bylaw of the Collection Entity, as follows:
    - (i) where an application is made only for Subdivision, prior to the issuance of the approval of the Subdivision by the Collection Entity; or
    - (ii) where an application is made only for a Building Permit or for both Subdivision and for a Building Permit, prior to the issuance of the Building Permit by the Collection Entity.
- 3.(8) Payment of Development Cost Charges by Instalments. The development cost charges imposed under this Bylaw may not be paid by instalments unless a regulation under subsection 34.21(5) of the Act applies to the Development and authorizes the payment of development cost charges in instalments.

#### **4. COLLECTION AND REMITTANCE OF DEVELOPMENT COST CHARGES.**

- 4.(1) Collection of Development Cost Charges by Collection Entities. Subject to Section 7.(1), each Collection Entity must:
- (a) collect the development cost charges imposed on a Development under this Bylaw; and
  - (b) must not issue approval of a Subdivision or issue a Building Permit for any Development unless the development cost charges imposed under this Bylaw have been paid;

in accordance with Section 3.

- 4.(2) Separate Account. Subject to Section 7.(1), each Collection Entity must establish and maintain a separate account for the development cost charge monies collected under this Bylaw and deposit and hold such monies in that separate account, in trust for the Authority, until the monies are remitted to the Authority under Section 4.(3).
- 4.(3) Remittance of Development Cost Charges by Collection Entities. Each Collection Entity, within 30 days after June 30 and December 31 of each year, must remit to the Authority the total amount of development cost charges collected by the Collection Entity under this Bylaw during the six month period immediately preceding such date, or an amount equal to such development cost charges if the Collection Entity did not collect development cost charges under this Bylaw, together with the statement referred to in Section 4.(4).
- 4.(4) Statements. Each Collection Entity must provide statements to the Authority, for every six month period comprising January 1 to June 30 and July 1 to December 31, setting out:
  - (a) the number and type of use of all Residential Use Parcels or Dwelling Units on which development cost charges were levied or otherwise payable by it under this Bylaw;
  - (b) the aggregate Floor Area of each type of Non-Residential Use buildings or structures on which development cost charges were levied or otherwise payable by it under this Bylaw (calculated in accordance with the Rate Schedule);
  - (c) the legal description and civic address of each Parcel on which development cost charges were levied or otherwise payable by it under this Bylaw, and whether such development cost charges were levied or otherwise payable in respect of a Subdivision or a Building Permit;
  - (d) the date and amount of each payment of development cost charges levied or otherwise payable by it under this Bylaw and where Section 3.(8) applies to permit development cost charges levied under this Bylaw to be paid by instalments, the amount of instalment payments remaining to be paid to it and the dates for payment of such remaining instalments;
  - (e) the total amount of all development cost charges levied or otherwise payable by it under this Bylaw and, where applicable, the total amount of all remaining instalment payments;

- (f) the number, legal description, civic address and type of use of all Parcels in respect of which Subdivisions were approved where no development cost charges were levied by it under this Bylaw; and
  - (g) the number and type of use of all Dwelling Units and the aggregate Floor Area of each type of Non-Residential Use buildings or structures (calculated in accordance with the Rate Schedule) in respect of which Building Permits were required where no development cost charges were levied by it under this Bylaw.
- 4.(5) Records. Each Collection Entity shall retain, for a period of four years, sufficient records to support the statements and payments referred to in Sections 4.(3) and 4.(4).
- 4.(6) Inspection and Review of Collection Entity Records. The Authority may, at any time, subject to first giving reasonable notice to any Collection Entity, inspect any and all records of the Collection Entity relating to the information required under Section 4.(4), the calculation, collection and remittance by the Collection Entity of development cost charges levied under this Bylaw, and the calculation and remittance by the Collection Entity of any payments required under Section 4. Each Collection Entity shall permit any employee or agent of the Authority to inspect the records referred to above and to make and take away copies of those records.

## **5. RESERVE FUND AND USE OF DEVELOPMENT COST CHARGES**

- 5.(1) Establishment of Reserve Fund. The Reserve Fund is hereby established.
- 5.(2) Amounts Received. Amounts received by the Authority under Section 3.(1) or Section 7.(1) must be deposited in, or be credited to, the Reserve Fund.

## **6. EFFECTIVE DATE AND TRANSITION.**

- 6.(1) Effective Date. The effective date of this Bylaw is the date of adoption by the Board of Directors of the Authority.
- 6.(2) Transitional regarding Subdivision Applications. This Bylaw has no effect for a period of 12 months after the Effective Date with respect to:
- (a) a Subdivision of land located within a municipality if, before the Effective Date, the application for such Subdivision has been submitted to a designated municipal officer and the applicable subdivision fee has been paid;
  - (b) subject to paragraph (c), a Subdivision of land located outside a municipality if, before the Effective Date, the application for such

Subdivision has been submitted to a district highway manager in a form satisfactory to that official; or

- (c) a Subdivision of land in respect of a parcel of treaty lands of a treaty first nation if, before the Effective Date, the application for such Subdivision has been submitted to the approving officer and the applicable subdivision fee has been paid.
- 6.(3) Agreement with Applicant for Subdivision. Section 6.(2) does not apply if the applicant for that Subdivision agrees in writing that this Bylaw should have effect.
- 6.(4) Transitional regarding Building Permit Applications. This Bylaw has no effect with respect to the construction, alteration or extension of a building or structure if:
- (a) the Building Permit authorizing that construction, alteration or extension is issued within 12 months after the Effective Date; and
  - (b) a Precursor Application in relation to that Building Permit is In-stream on the Effective Date.
- 6.(5) Agreement with Applicant for Building Permit. Section 6.(4) does not apply if the applicant for that Building Permit agrees in writing that this Bylaw should have effect.

## **7. REPLACEMENT OF DEVELOPMENT COST CHARGES**

- 7.(1) Collection Entity Agreements. Despite any other provision of this Bylaw, the Authority may, in accordance with section 34.31 of the Act, enter into an agreement or agreements with any Collection Entity under which:
- (a) all, some or some portion of the development cost charges under this Bylaw that would otherwise apply are not required to be collected and remitted by the Collection Entity; and
  - (b) the Collection Entity agrees to pay to the Authority an amount equal to the development cost charges that the Collection Entity would have collected under this Bylaw but for such an agreement, in the manner and at the times set out in the agreement, or otherwise in the same manner and at the same times that development cost charges would otherwise have been payable.
- 7.(2) Failure to Remit Development Cost Charges. If a Collection Entity fails, for any reason, other than under an agreement under Section 7.(1), to collect any development cost charges payable under this Bylaw or to remit to the Authority any development cost charges collected by it, the Collection Entity must pay to

the Authority on demand an amount equal to the development cost charges that the Collection Entity should have collected or remitted under this Bylaw.

**8. INTERPRETATION**

- 8.(1) Severability. If a portion of this Bylaw is held to be invalid it shall be severed and the remainder of the Bylaw shall remain in effect.
- 8.(2) Schedule. Schedule A is attached to and forms part of this Bylaw.

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**SCHEDULE A**  
**DEVELOPMENT COST CHARGE BYLAW**  
**RATE SCHEDULE**

<b>Type of Development</b>	<b>Rates effective January 15, 2019</b>	<b>Rates effective January 15, 2020</b>	<b>Rates effective January 1, 2021**</b>
Single Family Dwelling	\$0 per Dwelling Unit	\$2,100 per Dwelling Unit	\$2,975 per Dwelling Unit
Duplex	\$0 per Dwelling Unit	\$1,900 per Dwelling Unit	\$2,470 per Dwelling Unit
Townhouse Dwelling Unit	\$0 per Dwelling Unit	\$1,900 per Dwelling Unit	\$2,470 per Dwelling Unit
Apartment Dwelling Unit	\$0 per Dwelling Unit	\$1,200 per Dwelling Unit	\$1,545 per Dwelling Unit
Retail/Service	\$0 per sq. ft. of Floor Area*	\$1.25 per sq. ft. of Floor Area*	\$1.25 per sq. ft. of Floor Area*
Institutional	\$0 per sq. ft. of Floor Area*	\$0.50 per sq. ft. of Floor Area*	\$0.50 per sq. ft. of Floor Area*
Office	\$0 per sq. ft. of Floor Area*	\$1.00 per sq. ft. of Floor Area*	\$1.00 per sq. ft. of Floor Area*
Industrial	\$0 per sq. ft. of Floor Area*	\$0.30 per sq. ft. of Floor Area*	\$0.30 per sq. ft. of Floor Area*

\*Calculated as the rate multiplied by the number of square feet of Floor Area

\*\*Rates subject to annual inflationary increases, commencing January 1, 2022, as per expected regulation

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
**BYLAW NUMBER 122-2018**

A bylaw to adopt the South Coast British Columbia Transportation Authority  
2018 Tariff Bylaw

WHEREAS, pursuant to the *South Coast British Columbia Transportation Authority Act* (the Act), the Authority may, by by-law, assess user fees on persons using the regional transportation system (as defined in the Act) in the transportation service region (as defined in the Act);

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. This By-law may be cited as the "South Coast British Columbia Transportation Authority Bylaw Number 122-2018."
2. This Bylaw repeals all previous Tariff bylaws passed by the South Coast British Columbia Transportation Authority.
3. This Bylaw comes into force and takes effect on July 1, 2018.

READ A FIRST, SECOND AND THIRD TIME this 19<sup>th</sup> day of April, 2018.

RECONSIDERED, PASSED AND FINALLY ADOPTED this 19<sup>th</sup> day of April, 2018.

*Original signed by Lorraine Cunningham*

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Lorraine Cunningham, Chair

*Original signed by Gigi Chen-Kuo*

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Gigi Chen-Kuo, General Counsel and Corporate Secretary

**SOUTH COAST BRITISH COLUMBIA  
TRANSPORTATION  
AUTHORITY**

**(TRANSLINK)**

**TRANSIT TARIFF**

Effective July 1, 2018

This Tariff is available for public inspection at:

1. TransLink Head Office, 400 - 287 Nelson's Court, New Westminster  
Transit Police Office, 300 - 287 Nelson's Court, New Westminster
2. The following Coast Mountain Bus Company Ltd. offices:
  - Head Office, 13401 108th Avenue, Surrey
  - Vancouver Transit Centre, 9149 Hudson Street, Vancouver
  - Burnaby Transit Centre, 3750 Kitchener Street, Burnaby
  - Hamilton Transit Centre, 4111 Boundary Road, Richmond
  - Surrey Transit Centre, 7740 132nd Street, Surrey
  - Port Coquitlam Transit Centre, 2061 Kingsway, Port Coquitlam
  - SeaBus Administration Office, 2 Chesterfield Place, North Vancouver
3. West Vancouver Transit, 221 Lloyd Avenue, North Vancouver
4. British Columbia Rapid Transit Company Ltd., 6800 - 14th Avenue, Burnaby
5. West Coast Express Limited, 295 - 601 West Cordova Street, Vancouver
6. HandyDART Operator – FirstCanada ULC, 17535 - 55B Avenue, Surrey
7. TransLink Website: [www.translink.ca](http://www.translink.ca)

## **GENERAL**

All persons using TransLink's transit system must comply with this Tariff. This includes, but is not limited to, the requirement to pay sufficient fare and possess valid fare media / proof of payment at all times while in a fare paid zone as more specifically set out herein. Any individual failing to comply with the terms and conditions contained in this Tariff may be subject to fines or any other measures or consequences available to TransLink.

TRANSLINK – TRANSIT TARIFF	Date: July 1, 2018
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**PART A - Definitions**

In this Transit Tariff, the following terms will have the following meanings:

- Add-Fare** Additional fare amount equivalent to the difference in fares as set out in Appendix “2” of this Tariff.
  
- Adult** Person who is not a Child, Youth or Senior.
  
- Adult Fare** Fare required to:
  - (i) obtain the Single Fare (Adult) required to travel on Conventional Transit for the applicable Hours and Zones, as set out in Appendix “2”;
  - (ii) obtain an Adult WCE One-Way Fare to travel on WCE Service, for the applicable Hours and Zones, as set out in Appendix “2”;
  - (iii) travel on HandyDART by paying the necessary cash fare, for the applicable Zones, as set out in Appendix “2”; and
  - (iv) travel between Canada Line Bridgeport and Templeton Stations, as set out in Appendix “2” as an Add-Fare, in addition to one of the fares described in paragraphs (i) or (ii) above.
  
- Attendant** A person who is required to accompany and assist an Eligible HandyDART User in using HandyDART service or a HandyCard Holder in using Conventional Transit or WCE Service.
  
- Business Day** Any day other than a Saturday, Sunday, or Statutory Holiday.
  
- Bus Transfer** A single use transfer issued to passengers paying by cash for travel on Conventional Bus service. This single use transfer will allow a passenger to transfer between Conventional Buses within the Transfer Time, but is not valid for travel on Conventional SkyTrain and SeaBus or WCE Service.
  
- Card Reader** A card and ticket reader, Fare Gate, mobile validator, bus or rail station validator or any other mechanism implemented by TransLink from time to time, used by passengers to Tap In and/or Tap Out.
  
- Child** Person who is 13 years of age or younger.
  
- Compass Card** A long-term use, reusable electronic Compass farecard or Compass Wearable for transit use in TransLink’s Transportation Service Region and WCE Service and Conventional Bus service to the WCE Mission station in the District of Mission and which is subject to the Compass Card Terms and Conditions of Use.
  
- Compass Card Terms and Conditions of Use** The Compass Card Terms and Conditions of Use as amended from time to time by TransLink in its absolute discretion, a copy of which is posted on TransLink’s website at [www.translink.ca](http://www.translink.ca).

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<b>Compass Customer Service</b>	Customer service that can be reached by calling 604.398.2042, by emailing <a href="mailto:customerservice@compasscard.ca">customerservice@compasscard.ca</a> or by mail at PO Box 2212, Station Terminal, Vancouver, V6B 3W2.
<b>Compass Customer Service Centre</b>	The customer service centre that can be reached by visiting the walk-in centre at Stadium-Chinatown SkyTrain Station.
<b>Compass Fare Media</b>	Compass Tickets, Compass Cards and any other electronic Compass fare media issued by or on behalf of TransLink.
<b>Compass Retailer</b>	TransLink-authorized vendor of Compass Cards.
<b>Compass Ticket</b>	A single or limited use electronic ticket for transit use in TransLink’s Transportation Service Region and WCE Service and Conventional Bus service to the WCE Mission station in the District of Mission and which is subject to the Compass Ticket Terms and Conditions of Use.
<b>Compass Ticket Terms and Conditions of Use</b>	The Compass Ticket Terms and Conditions of Use as amended from time to time by TransLink in its absolute discretion, a copy of which is posted on TransLink’s website at <a href="http://www.translink.ca">www.translink.ca</a> .
<b>Compass Vending Machine</b>	A vending machine located outside Fare Paid Zones for the sale of: <ul style="list-style-type: none"> <li>(i) Compass Tickets, Compass Cards (excluding Compass Wearables) or other Compass fare media; and/or</li> <li>(ii) Compass fare products which may be loaded or issued on Compass Fare Media,</li> </ul> by or on behalf of TransLink.
<b>Compass Wearable</b>	A long-term use, reusable electronic Compass smart-chip enabled wearable product or device, other than a long-term use, reusable electronic farecard or Compass Ticket, issued by or on behalf of TransLink for transit use in TransLink’s Transportation Service Region.
<b>Contactless Payment</b>	A contactless payment card or contactless payment method issued by third parties other than TransLink and accepted by TransLink for the purposes of the contactless payment of fares in accordance with this Tariff, but excluding all Compass Fare Media issued by or on behalf of TransLink. TransLink’s accepted contactless payment cards, brands and methods of payment are posted on TransLink’s website at <a href="http://www.translink.ca">www.translink.ca</a> .
<b>Conventional Bus</b>	Transit service provided by or on behalf of TransLink in the Transportation Service Region on transit buses, and a bus service extension between Haney Place Exchange and the WCE Mission station, except SeaBus service, SkyTrain service, WCE Service and HandyDART service.
<b>Conventional SkyTrain and SeaBus</b>	Transit service provided by or on behalf of TransLink in the Transportation Service Region on SkyTrain and SeaBus, except Conventional Bus service, WCE Service, HandyDART service and Canada Line service between Bridgeport and Templeton Stations.

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<b>Conventional Transit</b>	Conventional Bus and Conventional SkyTrain and SeaBus transit service provided by or on behalf of TransLink.
<b>Eligible HandyDART User</b>	<p>Person who:</p> <ul style="list-style-type: none"> <li>(i) has a temporary or permanent physical or cognitive disability, confirmed by a medical practitioner, that is sufficiently severe that he or she is unable, without assistance, to use Conventional Transit; and</li> <li>(ii) has completed TransLink’s registration process and has been approved by TransLink as a HandyDART user.</li> </ul>
<b>Employee Pass Holder</b>	<p>Person who is:</p> <ul style="list-style-type: none"> <li>(i) an employee or a board member of TransLink or a TransLink subsidiary, or a member of the Mayors’ Council on Regional Transportation;</li> <li>(ii) a spouse or dependant child of an employee described in paragraph (i);</li> <li>(iii) a retired, former full-time employee of TransLink or TransLink subsidiary who retired after 2 or more years of employment (or who, after 5 or more years of employment, ceased employment by reason of medically proven total disability);</li> <li>(iv) a retired, former full-time employee of BC Transit who retired prior to April 1, 1999;</li> <li>(v) a spouse of a person described in paragraph (iii) or (iv) above;</li> <li>(vi) a full-time employee of a HandyDART Operating Company; or</li> <li>(vii) an employee of an Operating Company that has been designated and approved by TransLink as eligible for Employee Passes, and has been issued an Employee Pass as set out in Appendix “2”.</li> </ul>
<b>Excursion Fare</b>	<p>If using Stored Value, a fare equivalent to a Single Fare (Adult) or Single Fare (Concession), as applicable, based on the applicable Hours at the Stored Value rate, as set out in Appendix “2”.</p> <p>If using Contactless Payment, a fare equivalent to a Single Fare (Adult) based on the applicable Hours at the Contactless Payment rate, as set out in Appendix “2”.</p>
<b>Exit Ticket</b>	A Compass Ticket purchased from an Exit Ticket Machine that will allow a passenger to proceed through a Fare Gate to exit a Fare Paid Zone upon payment of the fare for such Exit Ticket as set out in Appendix “2”.
<b>Exit Ticket Machine</b>	A vending machine located within Fare Paid Zones for the sale of Exit Tickets.
<b>Fare Gate</b>	A physical fare gate located at the entry and exit points of a Fare Paid Zone.



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**Fare Paid Zones** All transit vehicles (including buses, SeaBuses, SkyTrain cars and WCE cars), all areas within Fare Gates, regardless of whether such Fare Gates are open or closed, and any other transit property designated as “fare paid zones” from time to time by TransLink but excluding all HandyDART vehicles.

**HandyCard Holder** Resident of the Transportation Service Region who:

- (i) is a person with a permanent physical or cognitive disability, confirmed by a medical practitioner, which is sufficiently severe that he or she is unable, without assistance, to use Conventional Transit; and
- (ii) has completed TransLink’s registration process and been issued a HandyCard.

**HandyDART** Custom transit service which provides Eligible HandyDART Users with accessible service from a pick-up location to a drop-off location, in accordance with the policies, procedures and guidelines of TransLink’s Custom Transit Policy & Procedure Manual.

**Hours** Regular Hours and Off-Peak Hours.

**In-System Time** The time from Tap In as set out in Appendix “2” within which passengers may complete their journey and Tap Out without paying additional fare, excluding any applicable Add-Fare which shall remain payable, provided that any Tap In for the last part of the journey must occur prior to the expiry of the Transfer Time.

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<b>Maximum Fare</b>	<p>If using Stored Value, the maximum fare will be the Adult Fare or Single Fare (Concession) payable for travel:</p> <ul style="list-style-type: none"> <li>(i) on Conventional Bus, for travel during Regular Hours and Off-Peak Hours for Conventional Bus;</li> <li>(ii) on Conventional SkyTrain and SeaBus and WCE Service, for one Zone during Off-Peak Hours for Conventional SkyTrain and SeaBus and WCE Service; and</li> <li>(iii) on Conventional SkyTrain and SeaBus and WCE Service, the maximum number of Zones during Regular Hours, based on the Stored Value rate for Conventional SkyTrain and SeaBus and WCE Service,</li> </ul> <p>as set out in Appendix “2”.</p> <p>If using a Period Pass, and travelling outside the Zone(s) within which such Period Pass is valid, the maximum fare will be the applicable Add-Fare, based on the cash rate, as set out in Appendix “2”.</p> <p>If using Contactless Payment, the maximum fare will be the Adult Fare payable for travel:</p> <ul style="list-style-type: none"> <li>(i) on Conventional Bus, for travel during Regular Hours and Off-Peak Hours for Conventional Bus;</li> <li>(ii) on Conventional SkyTrain and SeaBus and WCE Service, for one Zone during Off-Peak Hours for Conventional SkyTrain and SeaBus and WCE Service; and</li> <li>(iii) on Conventional SkyTrain and SeaBus and WCE Service, the maximum number of Zones during Regular Hours, based on the Contactless Payment rate for Conventional SkyTrain and SeaBus and WCE Service,</li> </ul> <p>as set out in Appendix “2”.</p>
<b>Mobility Device</b>	Wheelchair or scooter required by a passenger with a physical disability.
<b>Off-Peak Hours</b>	Hours of service after 6:30 p.m. from Monday to Friday (excluding Statutory Holidays), and all day on Saturday, Sunday and Statutory Holidays.
<b>Operating Company</b>	A company, including a subsidiary of TransLink, operating transit service on behalf of TransLink.
<b>Period Pass</b>	The electronic equivalent of a pass based on a calendar period (including DayPasses and Monthly Passes), and loaded on a Compass Card, or in the case of DayPasses only loaded on a Compass Ticket.
<b>Proof of Payment</b>	Verifiable Compass Fare Media and Verifiable Contactless Payment, designated as proof of payment in Appendix “2” and personal identification as required in Appendix “2” and with respect only to HandyDART service and Conventional Bus service, FareSavers, FareCards and Bus Transfers.

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- Registered Users** Passengers who have acquired a Compass Card and successfully registered such Compass Card with TransLink on TransLink’s Compass website at [www.compasscard.ca](http://www.compasscard.ca), through Compass Customer Service or in person at the Compass Customer Service Centre, all in accordance with the Compass Card Terms and Conditions of Use.
- Regular Hours** Hours of service other than Off-Peak Hours.
- Senior** A person who is 65 years of age or older and holds:
- (i) a Gold Carecard issued by the Province of BC;
  - (ii) a valid driver’s license, passport, birth certificate indicating date of birth;
  - (iii) a Health and Welfare Canada Old Age Security Identification Card; or
  - (iv) equivalent picture identification issued by any national, provincial or state government agency showing age or date of birth.
- SkyTrain** Rail rapid transit service on the Expo Line, Millennium Line, including the Evergreen Extension, and Canada Line.
- Statutory Holidays** New Year’s Day, Family Day, Good Friday, Victoria Day, Canada Day, BC Day, Labour Day, Thanksgiving Day, Remembrance Day, Christmas Day and Boxing Day.
- Stored Value** The electronic equivalent of cash stored on a Compass Card, excluding the deposit payable at the time a Compass Card is acquired in accordance with the Compass Card Terms and Conditions of Use.
- Tap In** The presentation and acceptance of Compass Fare Media, loaded or issued with a fare as set out in Appendix “2”, or the presentation and acceptance of Contactless Payment, at a Card Reader as a valid form of fare payment to commence a single transit trip and for entry into a Fare Paid Zone.
- Tap Out** The presentation and acceptance of Compass Fare Media, loaded or issued with a fare as set out in Appendix “2”, or the presentation and acceptance of Contactless Payment, at a Card Reader as a valid form of fare payment to complete a single transit trip and to exit a Fare Paid Zone.
- TaxiSaver Coupons** Coupons that may be:
- (i) purchased by HandyCard Holders from TransLink at 50% of the face value of the coupons; and
  - (ii) used by HandyCard Holders described in paragraph (i) to pay their metered taxi fare, up to the face value of the coupons, when travelling on taxis operated by participating taxi companies in the Transportation Service Region.

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<b>Transfer Time</b>	The time from: (i) validation of a FareSaver; (ii) issuance of a Bus Transfer; or (iii) Tap In of Compass Fare Media or of Contactless Payment, as set out in Appendix “2”, within which passengers may transfer to another transit vehicle, without paying additional fare, excluding any applicable Add-Fare which shall remain payable.
<b>Transit Employee</b>	Employee of TransLink or its subsidiaries, or an Operating Company, or an employee of an agent or contractor of TransLink or its subsidiary.
<b>Transit Police</b>	South Coast British Columbia Transportation Authority Police Service.
<b>TransLink</b>	South Coast British Columbia Transportation Authority.
<b>Transportation Service Region</b>	All municipalities and rural areas located within the Greater Vancouver Regional District.
<b>U-Pass BC Student</b>	Person who: (i) is attending a post-secondary educational institution that has entered into a written agreement with TransLink to participate in the U-Pass BC program; (ii) has been issued a valid student card from such post-secondary educational institution, and displays such valid student card, together with valid government issued photo identification if there is no photograph on the student card; and (iii) has obtained a Compass Card and loaded such Compass Card with the benefits available to the holder of a U-Pass BC.
<b>Verifiable Compass Fare Media</b>	Compass Fare Media loaded or issued with the required fare for the applicable Hours and Zones, as set out in Appendix “2” and Tapped In.
<b>Verifiable Contactless Payment</b>	Contactless Payment which has been Tapped In.
<b>WCE</b>	West Coast Express Limited, a subsidiary of TransLink.
<b>WCE Service</b>	Commuter rail transit service provided by WCE between Vancouver and Mission.

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**Youth**

Person who:

- (i) is between the ages of 14 and 18 years (inclusive); and
- (ii) holds:
  - (A) a valid school identification card issued by any secondary school which displays such person’s photograph, name and school and validated, in the space provided, by an official of the school; or
  - (B) a valid picture identification issued by any national, provincial or state government agency showing age or date of birth.

**Zones**

Designated fare zones for Conventional Transit, WCE Service and HandyDART service as shown in Appendix “1” of this Tariff.

Any capitalized fare products referenced in this Tariff, that are not defined above, will have the meanings set out in Appendix “2”.

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## **PART B - Terms & Conditions**

### **1. APPLICABILITY**

- (a) The terms and conditions contained in this Tariff are applicable to transit services operated by or on behalf of TransLink within the Transportation Service Region and WCE Service and Conventional Bus service to the WCE Mission station in the District of Mission.
- (b) The use of Contactless Payment, FareSavers, FareCards and Bus Transfers is governed by this Tariff.
- (c) The use of Compass Fare Media is governed by this Tariff together with the Compass Card Terms and Conditions of Use and the Compass Ticket Terms and Conditions of Use, as applicable. Any inconsistencies between this Tariff and the Compass Card Terms and Conditions of Use or the Compass Ticket Terms and Conditions of Use shall be resolved in favour of this Tariff.

### **2. ENFORCEABILITY**

- (a) This Tariff is authorized by and made pursuant to the *BC South Coast British Columbia Transportation Authority Act*.
- (b) Any Transit Employee may exercise all of the rights of TransLink under this Tariff and enforce all provisions of this Tariff.

### **3. SERVICE DELIVERY/NON-GUARANTEE**

- (a) Transit services operated by or on or behalf of TransLink are under continuous review and subject to change. While efforts are made to advise the public of service revisions and schedule adjustments, TransLink does not undertake or guarantee that any transit service will be operated in accordance with published timetables and notices, or at all.
- (b) Further, TransLink does not undertake or guarantee that HandyDART service will be operated in accordance with scheduled reserved trips, or at all.
- (c) TransLink, its subsidiaries, and their Boards of Directors and employees, are not responsible for any loss, damage or inconvenience caused by any operating failure, transit service disruption or any lack of or delay in transit service.

### **4. REFUSAL OF TRANSPORTATION**

- (a) TransLink reserves the right to refuse to carry in any transit vehicle, or cause to be removed from any transit vehicle, Fare Paid Zone or other transit property:
  - (i) any person who is sick, intoxicated, boisterous, disorderly or profane, or who for any other reason may be offensive or dangerous or pose a risk to others or their property;
  - (ii) any person who does not tender the required fare as set out in Appendix “2” or does not possess and present valid Proof of Payment;

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- (iii) any person who, in the sole discretion of TransLink, uses or fails to use a Fare Gate in any manner other than as permitted by this Tariff, the Compass Card Terms and Conditions of Use and the Compass Ticket Terms and Conditions of Use including, but not limited to, proceeding over or under a Fare Gate, forcing a Fare Gate open or closed, holding a Fare Gate open for more than one passenger to proceed through a Fare Gate at one time based on one Tap In (with the exception of children under five years of age and Attendants as permitted by subsection 5(i) of this Part B), or vandalizing, damaging or in any way marking a Fare Gate;
- (iv) any passenger with a Mobility Device that a Transit Employee considers unsafe;
- (v) anything (including baggage) that, in the sole opinion of a Transit Employee, might cause inconvenience to others, soil or damage transit property, or represent a safety hazard; or
- (vi) any person who does not comply with the terms and conditions of this Tariff.

## 5. REQUIREMENT TO PAY FARE AND POSSESS PROOF OF PAYMENT

- (a) Except as otherwise permitted by this Tariff, all persons (other than Transit Employees acting in the course of duty and contractors and licensees of TransLink or any Operating Company requiring access solely for work purposes) boarding a transit vehicle or entering a Fare Paid Zone must:
  - (i) pay an Adult Fare as set out in Appendix “2” prior to boarding a transit vehicle or entering a Fare Paid Zone;
  - (ii) if travelling with a FareSaver, FareCard or Bus Transfer, obtain a valid FareSaver, FareCard or Bus Transfer for an Adult fare as set out in Appendix “2” prior to boarding a HandyDART vehicle or Conventional Bus, and validate such FareSaver as set out in Section 11(a);
  - (iii) if travelling with Compass Fare Media: (A) Tap In the Compass Fare Media loaded or issued with the required fare for the applicable Hours and Zones as set out in Appendix “2” when entering a Fare Paid Zone, and (B) Tap Out the Compass Fare Media loaded or issued with Verifiable Compass Fare Media when exiting a Fare Paid Zone, except as provided in Section 5(c);
  - (iv) if travelling with Contactless Payment: (A) Tap In the Contactless Payment when entering a Fare Paid Zone, and (B) Tap Out the Contactless Payment when exiting a Fare Paid Zone, except as provided in Section 5(c);
  - (v) possess Proof of Payment for the entire duration of his or her journey; and
  - (vi) present Proof of Payment to any Transit Employee upon request.

If using a mobile phone or other contactless device for Contactless Payment, such phone or device must have sufficient battery or charge to complete the journey and Tap Out, and to possess and present Proof of Payment as required in this Tariff.

Failure to comply with the foregoing may result in fines being levied and/or other consequences imposed pursuant to the *BC South Coast British Columbia Transportation Authority Act* and a Maximum Fare being deducted from a Compass Card or charged to a Contactless Payment, if applicable.

- (b) For passengers using a Compass Card with Stored Value for travel on Conventional Transit, the minimum Stored Value for entry into a Fare Paid Zone is \$0.01. For passengers using a Compass Card with Stored Value for travel on WCE Service, the minimum Stored Value for entry into a

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Fare Paid Zone is the amount equal to the Adult WCE One-Way Fare for one Zone during Regular Hours, based on the Stored Value rate for WCE Service as set out in Appendix “2”. No minimum Stored Value is required for entry for passengers using a valid Period Pass for travel on either Conventional Transit or WCE Service. For passengers using Contactless Payment, if the Contactless Payment has unpaid fares for previous travel, the passenger will not be able to use the Contactless Payment for travel until the amount owed has been paid in full by calling Compass Customer Service or by visiting the Compass Customer Service Centre.

- (c) Passengers using Compass Fare Media or Contactless Payment for travel on Conventional Bus must Tap In when boarding a Conventional Bus vehicle but are not required to Tap Out when departing the Conventional Bus vehicle.
- (d) Subject to subsection 5(c) above, passengers who Tap In but fail to Tap Out, or Tap Out but fail to Tap In, will be charged a Maximum Fare. Passengers are responsible for ensuring that the same Contactless Payment or Compass Fare Media, as the case may be, used to Tap In is used to Tap Out to avoid being charged Maximum Fare on each such fare media used.
- (e) Passengers will have the Transfer Time and/or In-System Time for the applicable Proof of Payment as set out in Appendix “2”. Passengers using Compass Fare Media or Contactless Payment who transfer to another vehicle and Tap In after expiry of the Transfer Time will be charged the applicable fare as set out in Appendix “2” as if the passenger is beginning a new journey. Passengers who complete their journey and Tap Out (except on Conventional Bus) after expiry of the In-System Time will be charged an additional fare equal to Maximum Fare.
- (f) Passengers with Compass Cards, Compass Tickets or Contactless Payment may travel at no cost between Canada Line stations located on Sea Island. Passengers without Compass Cards, Compass Tickets or Contactless Payment seeking to travel at no cost between Canada Line stations located on Sea Island must first obtain a zero-value Sea Island Compass Ticket from a Compass Vending Machine. A zero-value Sea Island Compass Ticket will not allow entry to or exit from TransLink’s transit system outside of the Canada Line stations located on Sea Island.
- (g) Passengers using a Compass Card with Stored Value or Contactless Payment for travel who unintentionally enter a Fare Paid Zone and Tap In using Stored Value or Contactless Payment at a SkyTrain station, at a SeaBus terminal or at a WCE Station to begin a new journey, can reverse the transaction if:
  - (i) on Conventional SkyTrain and SeaBus, the passenger Taps Out to exit the Fare Paid Zone at the same SkyTrain or at the same SeaBus station if such Tap Out occurs within 21 minutes after Tap In at the SkyTrain Station or Seabus terminal; and
  - (ii) on WCE, the passenger Taps Out to exit the Fare Paid Zone at the same WCE Station within 60 minutes after Tap In at the WCE Station.

Passengers cannot reverse a transaction resulting from an unintentional Tap In on a Conventional Bus. If the Tap Out on Conventional SkyTrain and SeaBus or WCE Service occurs within the applicable In-System Time as set out in Appendix “2” but later than the time periods set out in this subsection 5(g) above, the passenger will be charged an Excursion Fare.

- (h) Except as permitted by this Tariff, Proof of Payment is not transferable and must not be used by any person, unless it was purchased for use by such person at the required fare as set out in



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Appendix “2”. Use of Proof of Payment by any person other than to whom it was issued or by whom it was purchased is fraudulent use of Proof of Payment.

- (i) Except as permitted by this Tariff, multiple passengers are not permitted to travel on a single Compass Card or Contactless Payment, and all persons proceeding past a Card Reader into a Fare Paid Zone must Tap In. No more than one person is permitted to proceed through a Fare Gate at any one time based on the Tap In of Compass Fare Media loaded or issued with valid fare or Contactless Payment as set out in Appendix “2”, provided that Attendants and children under five years of age, as set out in Table “2” (Exemptions) of Appendix “2” are not required to Tap In and may proceed through a Fare Gate together with and at the same time as a HandyCard Holder or accompanying passenger, as applicable, who has Tapped In and possesses sufficient Proof of Payment.
- (j) Any Compass Fare Media, FareSaver, FareCard or Bus Transfer is invalid if mutilated, altered, taped, waxed, validated more than once (in the case of FareSavers), modified in any manner, or expired. Contactless Payment is invalid if damaged, expired or does not have sufficient battery or charge to Tap In, complete the journey, Tap Out and/or to possess and present as Proof of Payment as required under this Tariff.
- (k) If a Transit Employee is of the opinion that Proof of Payment is being used fraudulently or improperly by any passenger, in addition to any other rights and remedies available to TransLink, the passenger must immediately pay an Adult Fare as set out in Appendix “2” prior to continuing his or her journey and, except in the case of Contactless Payment, surrender the Proof of Payment to the Transit Employee upon request. The passenger will not be entitled to any refund of payment or other compensation with respect to the specific transit trip during which the passenger was required to pay an Adult Fare as set out in this subsection 5(k).
- (l) In addition to any other rights and remedies available to TransLink, if a Transit Employee is not satisfied with the validity of Proof of Payment or identification demonstrating eligibility for any fare as set out in Appendix “2” other than an Adult Fare, passengers must:
  - (i) pay an Adult Fare as set out in Appendix “2”; and
  - (ii) obtain Proof of Payment for an Adult Fare as set out in Appendix “2”,
before continuing their journey.
- (m) If a passenger travelling with a FareSaver, FareCard or Bus Transfer on Conventional Bus loses Proof of Payment as set out in Appendix “2” prior to exiting a Fare Paid Zone, the passenger must immediately purchase a new Bus Transfer and retain the Bus Transfer as Proof of Payment for the duration of the passenger’s journey while in a Fare Paid Zone.
- (n) If a passenger travelling with Compass Fare Media or Contactless Payment on Conventional Transit or WCE Service, who has Tapped In upon entry into a Fare Paid Zone with Compass Fare Media loaded or issued with the required fare, or Contactless Payment, loses Proof of Payment as set out in Appendix “2” prior to Tapping Out and exiting a Fare Paid Zone, the passenger must:
  - (i) if travelling on Conventional Bus, immediately purchase a new Bus Transfer and retain the Bus Transfer as Proof of Payment for the duration of the passenger’s journey while in a Fare Paid Zone; or

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- (ii) if travelling on Conventional SkyTrain and SeaBus or WCE Service, immediately purchase an Exit Ticket and retain the Exit Ticket as Proof of Payment for the duration of the passenger’s journey while in a Fare Paid Zone.

Exit Tickets are available for purchase at Exit Ticket Machines located within SkyTrain and SeaBus stations. Availability of Exit Tickets or any other form of fare media, including Compass Fare Media or Contactless Payment, do not in any manner exempt passengers from being required to possess Proof of Payment at all times while in a Fare Paid Zone and a valid Exit Ticket or other form of Verifiable Compass Fare Media or Verifiable Contactless Payment must be in the possession of the passenger to constitute valid Proof of Payment.

- (o) All Compass Fare Media, FareSavers, FareCards and Bus Transfers are the property of TransLink. All Compass Fare Media, FareSavers, FareCards and Bus Transfers or any fare product loaded or stored thereon as set out in Appendix “2”, may be cancelled by TransLink at any time and must be surrendered to TransLink or a Transit Employee upon request.
- (p) For passengers travelling with Contactless Payment:
  - (i) Tap In and Tap Out with Contactless Payment authorizes TransLink to charge the applicable fare as set out in Appendix “2”, including any Maximum Fare or unpaid fares, to the Contactless Payment.
  - (ii) If the Contactless Payment is declined when TransLink submits it for payment of the applicable fare, the passenger authorizes TransLink to seek to obtain payment using the Contactless Payment again on a number of additional occasions until payment is made.
  - (iii) If the Contactless Payment is declined when TransLink submits it for payment, TransLink will also attempt to collect any unpaid fares the next time the Contactless Payment is used to Tap In or Tap Out or touched to a Card Reader. Alternatively any such unpaid fares may be paid by by calling Compass Customer Service or by visiting the Compass Customer Service Centre.

**6. FARES OTHER THAN ADULT FARES**

- (a) The persons described in Table “1” of Appendix “2” are entitled to use the forms of Proof of Payment described in such table, in accordance with the conditions and restrictions set out therein.
- (b) Any passenger paying a fare other than an Adult Fare as set out in Appendix “2”, presenting Proof of Payment for a fare other than an Adult Fare as set out in Appendix “2”, or presenting a non-transferable Proof of Payment, must present evidence of eligibility for, or entitlement to, such fare or Proof of Payment to a Transit Employee upon request. The evidence must be satisfactory to any Transit Employee who requests such evidence and must be picture identification issued by any national, provincial or state government agency showing age or date of birth and/or as otherwise required by this Tariff.
- (c) In addition to any other rights and remedies available to TransLink, a Transit Employee is entitled to seize any FareSaver, FareCard, Bus Transfer and/or Compass Fare Media if he or she is not satisfied as to the validity of the identification produced as proof of eligibility for any fare set out in Appendix “2” other than an Adult Fare, or as to the identity of the holder as being the person indicated on such identification. After seizure, a Single Fare (Adult) or WCE One-Way Fare

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(Adult), as applicable, as set out in Appendix “2” must be paid. With respect to any form of identification authorized or issued by or on behalf of TransLink, such identification must be surrendered to TransLink or a Transit Employee upon request.

- (d) TransLink reserves the right to withhold any FareSaver, FareCard, Bus Transfer and/or Compass Fare Media from any person who has not complied with the terms of this Tariff or has previously been required to surrender any FareSaver, FareCard, Bus Transfer and/or Compass Fare Media.

## 7. ADD-FARES

- (a) A passenger must upgrade any Proof of Payment for travel in additional fare Zones or for an additional transit service beyond that for which the passenger has already paid by paying, in advance of entering a Zone or use of additional transit service for which the passenger has not paid the applicable fare, an Add-Fare equivalent to the difference in fares as set out in Appendix “2”. Proof of Payment may be upgraded with Add-Fare as follows:
  - (i) **FareSavers, FareCards and Bus Transfers** - FareSavers, FareCards and Bus Transfers are not valid for travel on Conventional SkyTrain and SeaBus or WCE Service, and therefore are not eligible for upgrading with Add-Fare. Passengers must purchase other forms of Compass Fare Media loaded or issued with a fare as set out in Appendix “2” or Tap In with Contactless Payment for any travel in additional fare Zones or for an additional transit service;
  - (ii) **Compass Card** - passengers may purchase Add-Fare by loading a Compass Card with Stored Value at Compass Vending Machines located at the entrance to SkyTrain stations, WCE Stations and SeaBus stations. For passengers travelling on a valid Period Pass who require Add-Fare, the Add-Fare will be charged to the passenger’s Compass Card Stored Value at the applicable cash fare rates set out in Appendix “2”; or
  - (iii) **Compass Ticket** - passengers may purchase Add-Fare by upgrading an existing Compass Ticket at Compass Vending Machines located at the entrance to SkyTrain stations, WCE Stations and SeaBus stations, with upgrades to zero-value Sea Island Compass Tickets requiring, in addition to any other fare required by Appendix “2”, the Add-Fare required to travel outside the Canada Line stations located on Sea Island.
- (b) Passengers must retain upgraded Proof of Payment while in a Fare Paid Zone.

## 8. EXEMPTIONS FROM PAYMENT/DISCOUNTS

- (a) The persons described in Table “2” (Exemptions) of Appendix “2” are entitled to the exemptions described in such table, in accordance with the conditions and restrictions set out therein.
- (b) The TransLink Board of Directors may, from time to time, reduce the fares as set out in Appendix “2” required to be paid by this Tariff on selected days and for a limited number of days to promote the introduction of new transit services, to encourage the use of specific transit services, or to facilitate travel for special or seasonal events without the necessity of amending this Tariff to reflect such temporary fare modification.

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- (c) TransLink and its subsidiaries may, from time to time, provide fare media, including any fare media loaded or issued with a fare as set out in Appendix “2”, at no charge:
  - (i) for promotional purposes, service recovery, fare replacement, or advertising; and/or
  - (ii) to specified persons or categories of persons as authorized by resolution of the TransLink Board of Directors from time to time.
- (d) TransLink may, upon request and subject to eligibility, provide Compass Fare Media loaded or issued with a fare as set out in Appendix “2” at no charge to Police Departments within the Transportation Service Region for use by undercover police officers while on duty. Requests should be directed to Transit Police.
- (e) TransLink has absolute discretion in making decisions regarding fare reductions, or provision of FareSavers, FareCards, Bus Transfers and Compass Fare Media, including those products loaded or issued with a fare as set out in Appendix “2”, at no charge, under this Tariff.

## 9. PURCHASE OF PROOF OF PAYMENT

- (a) **Conventional Transit** - Compass Fare Media and fares set out in Appendix “2” for travel on Conventional Transit may only be purchased directly from TransLink, an Operating Company or a Compass Retailer as set out in the Compass Card Terms and Conditions of Use and Compass Ticket Terms and Conditions of Use, as applicable. Period Passes for use on Conventional Transit are not available at Compass Vending Machines located at certain WCE stations. Contactless Payment cards which may be accepted by TransLink are issued by financial institutions and not by TransLink.
- (b) **WCE Service** - Compass Fare Media and fares set out in Appendix “2” for travel on WCE Service may only be purchased directly from TransLink, an Operating Company or a Compass Retailer as set out in the Compass Card Terms and Conditions of Use and Compass Ticket Terms and Conditions of Use, as applicable. Compass Tickets for WCE Service are only available at Compass Vending Machines located at WCE stations and Waterfront Station. Contactless Payment cards which may be accepted by TransLink are issued by financial institutions and not by TransLink.
- (c) **HandyDART** - Adult FareSavers and Adult FareCards may only be purchased directly from TransLink or an Operating Company. Eligible HandyDART Users who wish to transfer from a HandyDART vehicle onto Conventional Transit or WCE may do so as follows:
  - (i) Eligible HandyDART Users paying in cash to travel on a HandyDART vehicle will be provided with a Compass Ticket for the number of Zones paid for;
  - (ii) Eligible HandyDART Users using an Adult FareSaver to travel on a HandyDART vehicle will be provided, in exchange for such Adult FareSaver, a Compass Ticket valid for the number of Zones equivalent to the number of Zones for which such Adult FareSaver is valid; and
  - (iii) Eligible HandyDART Users using a FareCard to travel on a HandyDART vehicle will be provided with a Compass Ticket equivalent to the number of Zones for which such FareCard is valid,

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and such Compass Tickets may be used by such Eligible HandyDART Users to transfer onto Conventional Transit or WCE in accordance with Appendix “2”.

Eligible HandyDART Users who:

- (iv) commence a trip on Conventional Transit or WCE Service and wish to transfer to a HandyDART vehicle to complete a transit trip;
- (v) hold valid Proof of Payment for an Adult fare on Compass Fare Media or Contactless Payment; and
- (vi) remain within the Transfer Time,

may use such Proof of Payment for an Adult fare on Compass Fare Media or Contactless Payment to transfer onto a HandyDART vehicle in accordance with Appendix “2”. Eligible HandyDART Users will not be permitted to initiate or commence a transit trip on a HandyDART vehicle using Compass Fare Media or Contactless Payment.

- (d) **TaxiSaver Coupons** - Each month, a HandyCard Holder is eligible to purchase TaxiSaver Coupons, with a face value of up to \$100, by visiting the Compass Customer Service Centre or through the mail from:

Access Transit Office  
400 - 287 Nelson’s Court,  
New Westminster, BC V3L 0E7

## 10. FARE PAYMENT AT TIME OF TRAVEL

- (a) Passengers who have not previously obtained adequate Compass Fare Media loaded or issued with sufficient fare as set out in Appendix “2” or the applicable FareSaver, FareCard or Bus Transfer as set out in Appendix “2”, must pay their fare at the time of travel as follows:
  - (i) **Conventional Bus Service** – Passengers must either Tap In with Contactless Payment or pay cash using exact change in Canadian funds and deposited in fareboxes for Conventional Bus service. Upon payment of the required cash fare as set out in Appendix “2”, a Bus Transfer will be dispensed and must be retained as Proof of Payment. A Bus Transfer will allow a passenger to transfer between Conventional Buses or from Conventional Bus to a HandyDART vehicle, within the Transfer Time, but is not valid for travel on Conventional SkyTrain and SeaBus service or WCE Service. If paying by Contactless Payment, a passenger must retain such Contactless Payment used to Tap In as Proof of Payment.
  - (ii) **Conventional SkyTrain and SeaBus** – Passengers must either Tap In and Tap Out with Contactless Payment or pay by cash or debit/credit transactions in Canadian funds at Compass Vending Machines for Conventional SkyTrain and SeaBus service. If paying by cash or debit/credit transaction at a Compass Vending Machine, a passenger must purchase a Compass Ticket or load a Compass Card with the required fare as set out in Appendix “2” and retain such Compass Ticket or Compass Card as Proof of Payment. If paying by Contactless Payment, a passenger must retain such Contactless Payment used to Tap In as Proof of Payment.

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- (iii) **HandyDART** - Cash payment for fares on HandyDART service must be paid using exact change in Canadian funds and given to the driver.
- (iv) **WCE Service** – Passengers must either Tap In and Tap Out with Contactless Payment or pay by cash or debit/credit transactions in Canadian funds at Compass Vending Machines located at WCE stations or Waterfront Station for WCE Service. If paying by cash or debit/credit transaction at a Compass Vending Machine, a passenger must purchase a Compass Ticket or load a Compass Card with the required fare as set out in Appendix “2” and retain such Compass Ticket or Compass Card as Proof of Payment. If paying by Contactless Payment, a passenger must retain such Contactless payment used to Tap In as Proof of Payment.

#### 11. FARESAVER VALIDATION (CONVENTIONAL BUS OR HANDYDART ONLY)

- (a) A FareSaver must be validated in the farebox when boarding a Conventional Bus or validated by a HandyDART driver when boarding a HandyDART vehicle. A validated FareSaver must be retained as Proof of Payment while travelling on Conventional Bus or HandyDART vehicle, as applicable.

#### 12. BULK COMPASS TICKETS

- (a) A person may order by phone or by mail to TransLink, a minimum of 50 Compass Tickets at the applicable Stored Value rate as set out in Appendix “2”. Prepayment is required for all bulk orders. All Compass Tickets purchased in bulk at the Stored Value rate will have a set expiry date of no more than 254 days from the date of issuance.

#### 13. INITIAL SYSTEM CHARGE

- (a) For passengers using a Compass Card with Stored Value for travel on Conventional Transit, a Maximum Fare will be deducted upon Tap In. For passengers using a Compass Card with Stored Value for travel on WCE Service, the amount deducted upon Tap In will be:
  - (i) in the a.m., the fare as set out in Appendix “2” between the originating WCE station and Waterfront Station; and
  - (ii) in the p.m., the fare as set out in Appendix “2” between the originating WCE station and Mission Station.
- (b) For passengers using Contactless Payment for travel on Conventional Transit, an amount up to a Maximum Fare will be pre-authorized to the Contactless Payment upon Tap In. For passengers using Contactless Payment for travel on WCE Service, the amount determined in Section 13(a)(i) and (ii) will be pre-authorized to the Contactless Payment upon Tap In. After the journey is complete, the Contactless Payment will be charged the applicable fare as set out in Appendix “2” for the Zones travelled. The amount of time it takes for the final charge to appear on the statement issued by the applicable financial institution issuing the Contactless Payment card may vary depending upon the applicable financial institution. If more than one journey is travelled by a passenger within a short period using the same Contactless Payment the applicable fares charged as set out in Appendix “2” for such journeys may appear as a single charge or as multiple charges totalling the applicable fares charged.

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- (c) For passengers using a Compass Card for travel on Conventional SkyTrain and SeaBus and WCE Service, Compass Cards will be credited upon Tap Out for any difference between the amount initially deducted from Stored Value upon Tap In and the actual fare payable based on the Zones travelled, as set out in Appendix “2”, provided that failure to Tap Out will result in the Maximum Fare being deducted from the Compass Card in accordance with subsection 5(a) of this Part B. For passengers using Contactless Payment for travel on Conventional SkyTrain and SeaBus and WCE Service, the Contactless Payment will be charged upon Tap Out for the actual fare payable based on the Zones travelled, as set out in Appendix “2”, provided that failure to Tap Out will result in the Maximum Fare being charged to the Contactless Payment in accordance with subsection 5(a) of this Part B.

#### 14. COMPASS CARD REGISTRATION

- (a) A Registered User who reports his or her Compass Card lost or stolen is eligible for Compass Card deactivation and transfer of all fare products loaded or issued on such registered Compass Card, at the time of reporting such Compass Card lost or stolen, subject to and in accordance with the Compass Card Terms and Conditions of Use. An individual who does not register a Compass Card with TransLink or a Registered User who does not report his or her Compass Card as lost or stolen bears all risk for loss or theft of such unregistered Compass Card, including all fare products loaded or issued on such Compass Card. Additional details respecting the benefits associated with registration, and the registration process, are set out in the Compass Card Terms and Conditions of Use.

#### 15. REFUND POLICY

- (a) TransLink will not consider or grant any requests for refunds or replacements for lost or damaged fare media or Proof of Payment, except as specifically described in this Section 15.
- (b) **Compass Card deposit** - Subject to the Compass Card Terms and Conditions of Use, the deposit paid in accordance with the Compass Card Terms and Conditions of Use at the time a Compass Card is acquired, less any amounts owed to TransLink for transit fare as set out in Appendix “2”, is refundable upon surrender of the cardholder’s Compass Card to TransLink.
- (c) **Stored Value** - Subject to the Compass Card Terms and Conditions of Use, a Registered User may, within a two year period from the date on which the Compass Card was last Tapped In or Tapped Out, obtain a refund of Stored Value on a registered Compass Card.
- (d) **Period Passes** - Subject to the Compass Card Terms and Conditions of Use, a Registered User may, within 60 days of the date of purchase, obtain a refund of a Period Pass on a registered Compass Card provided travel has not been initiated on the Period Pass by Tap In or Tap Out of the Compass Card holding the Period Pass and the Period Pass has not otherwise been used by the Registered User.
- (e) **Program passes** - Subject to the Compass Card Terms and Conditions of Use, an individual may obtain a refund of a program pass as set out in Appendix “2”, if permitted under the terms of the applicable program, by contacting the program administrator.

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- (f) **Compass Tickets** - Compass Tickets are not refundable. Compass Tickets purchased in bulk pursuant to subsection 12(a) of this Part B may be replaced at the request of the initial purchaser in accordance with the Compass Ticket Terms and Conditions of Use.
- (g) **FareSavers and FareCards** - FareSavers and FareCards are not refundable.
- (h) **Compass Vending Machine malfunctions** - When a Compass Vending Machine issues a receipt indicating that an amount to be refunded was not returned, a product was not dispensed, or another malfunction occurred, a refund will be issued in accordance with the Compass Card Terms and Conditions of Use or the Compass Ticket Terms and Conditions of Use, as applicable.
- (i) **TaxiSaver Coupons** - TransLink will (through the Access Transit Office) refund TaxiSaver coupons at 50% of face value to the HandyCard Holder.
- (j) **Contactless Payment** – Fares purchased by Contactless Payment are not refundable. TransLink is not responsible for lost or stolen Contactless Payment, including without limitation cards, devices or other Contactless Payment methods. In the event that a Contactless Payment card is lost or stolen passengers must contact their card issuer as soon as possible. In addition, TransLink is not the responsible for any transaction fees or charges applied by a third party, including financial institutions or Contactless Card issuers, in connection with use of a Contactless Payment.
- (k) **General** -
- (i) Details respecting refunds for Compass Fare Media, the process for obtaining a refund, and the manner in which refunds will be paid, are set out in the Compass Card Terms and Conditions of Use and the Compass Ticket Terms and Conditions of Use, which are posted on TransLink’s website at [www.translink.ca](http://www.translink.ca).
  - (ii) No requests for refunds or replacements for lost or damaged Compass Fare Media and/or any fare loaded or issued thereon, FareSavers, FareCards or Bus Transfers, or fares purchased by Contactless Payment, other than those, if any, described in this Section 15 and in the Compass Card Terms and Conditions of Use and the Compass Ticket Terms and Conditions of Use, as applicable, will be considered or granted by TransLink, and TransLink reserves the right to require proof of purchase in connection with any refund or replacement.
  - (iii) TransLink reserves the right to restrict the number of refunds for Stored Value or Period Passes granted to an individual in a calendar year.
  - (iv) Notwithstanding the above, TransLink will consider, and in its absolute discretion may grant, requests for partial or complete refunds and/or adjustments or replacements for otherwise valid FareCards, Compass Tickets, Period Passes or Stored Value that cannot be used due to:
    - (A) transit service being completely shut down for at least for 3 consecutive Business Days (Monday to Friday) in any one month, in which event:



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- a. Stored Value may be granted equivalent to two Stored Value trips of the same Zone purchased, per day or a replacement Compass Ticket if applicable; or
  - b. a prorated discount may be applied to the purchase of a FareCard for the next month upon presentation and surrender of the previous month's FareCard;
- (B) illness, as substantiated in writing by a medical practitioner, in which event a prorated refund may be paid in connection with:
- a. a FareCard, by cheque, calculated from the date the FareCard is physically surrendered to TransLink or the post-marked date for a FareCard returned by mail;
  - b. a Period Pass, based on the number of days remaining in the month; or
  - c. Stored Value, based on the remaining balance; or
- (C) death, upon request from the estate of a deceased person substantiated by a death certificate, in which event a prorated refund may be paid for a FareCard or a monthly pass on a Compass Card, based on the number of days remaining in the month, a full refund may be paid for unused DayPass(es) and/or a refund of the balance may be paid in the case of Stored Value.

The above provisions are not applicable to holders of program passes on Compass Cards, as set out in Appendix "2".

- (v) Notwithstanding the above, TransLink will consider, and in its absolute discretion may grant, requests for refunds for valid FareCards if a FareCard is physically surrendered to TransLink for refund (or exchange) prior to the first day of the month for which the FareCard is valid.

## 16. ACCESSIBILITY

- (a) Wheelchair accessible transit vehicles, including HandyDART vehicles, will accommodate Mobility Devices provided the following guidelines are met:
  - (i) Mobility Devices:
    - must be safe and well maintained with functioning brakes;
    - must not carry any aerials, flagpoles or other projections which could injure others or interfere with the securement of the Mobility Device;
    - must have secure and suitably located compartments to which securement straps can be attached (passengers must ensure that securement straps do not cause damage to the Mobility Device);
    - must be secured only at designated locations on the transit vehicle;
    - for HandyDART service, must have escort handles if passengers require assistance to board HandyDART vehicles;
  - (ii) Wheelchair lifts:
    - Conventional Bus (including community shuttle) - combined weight of the Mobility Device and passenger must not exceed 205 kgs, and Mobility Device must be smaller than 61 cm wide x 122 cm long;

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- HandyDART - combined weight of the Mobility Device, passenger and HandyDART driver must not exceed 364 kgs, and Mobility Device must be smaller than 94 cm wide and 122 cm long; and
- (iii) passengers in electric Mobility Devices are responsible for controlling the movement of the Mobility Device to ensure safe loading and un-loading.

## 17. CARRIAGE OF SPECIFIC GOODS

- (a) **Animals** - TransLink has no obligation to carry any animals except assistance animals recognized by the BC *Guide Animal Act* which are assisting or being trained by an accredited animal training school. Small pets, including dogs, cats, rabbits and small fur bearing or feathered pets, may be permitted on Conventional Transit vehicles provided they are in hand held cages.
- (b) **Bicycles and Other Personal Transportation Devices** - Two wheeled bicycles, having a maximum length of 73 inches (185 cm), are permitted on Conventional Transit and WCE cars in accordance with this Tariff, any rules established by TransLink from time to time, and any posted signs. Bicycle trailers are not permitted. TransLink reserves the right to restrict the carriage of bicycles at any time, in its absolute discretion. No motorized bicycles or other personal transportation devices are permitted except as set out in this Tariff or in accordance with rules established by TransLink or posted signs.
- (c) **Buses** - Bicycles are permitted on exterior bike racks of buses at no additional charge. Passengers travelling with bicycles are required to load and unload the bicycles.
- (d) **SeaBus** - Bicycles are permitted on a SeaBus at no additional charge. Passengers with bicycles must enter the SeaBus through the doorway closest the stern (rear) section.
- (e) **WCE** - Bicycles are permitted in WCE cars at no additional charge, and are limited to two bikes per car.
- (f) **SkyTrain** - Bicycles are permitted in SkyTrain cars at no additional charge, and are limited to two bikes per car on Expo and Millennium lines and two bikes per train on Canada Line.

## 18. PRIVATE CHARTER SERVICE

- (a) Transit vehicles (with operator or driver) may be chartered at the absolute discretion of TransLink, provided that TransLink's ability to provide public transit service will not be adversely affected or the transit vehicle is not otherwise required. TransLink reserves the right, in its absolute discretion, to refuse any request for charter service. TransLink will require a written agreement and may require pre-payment of fees and/or payment of a damage deposit prior to providing the charter service.
- (b) Minimum rates and charges for charter service are set out in Table "3" of Appendix "2". TransLink reserves the right, in its absolute discretion, to charge a higher charter rate if limited availability of labour or transit vehicles increases TransLink's cost to provide charter service. Charter rates will be calculated from the time the transit vehicle leaves its depot or garage until it is returned to the same depot or garage. Charter service cancelled by the charterer with fewer than 12 hours notice will be subject to the cancellation fee set out in Table "3" of Appendix "2".

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- (c) Despite the rates set out in Table “3” of Appendix “2”, where public institutions require charter service in excess of two consecutive weeks, charter rates may, at the absolute discretion of TransLink, be calculated based on the actual cost of providing the charter service less any fare revenue accruing to TransLink for providing such charter service, as specified in the written charter agreement.

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## APPENDIX “1”

### FARE ZONES

#### Conventional Transit

##### **Zone 1**

City of Vancouver  
University Endowment Lands

##### **Zone 2**

District of West Vancouver  
District of North Vancouver  
City of North Vancouver  
City of Burnaby  
Bus stops located on Barnet Highway at the Petro-Canada refinery  
City of New Westminster  
Annacis Island (“*Suburban Zone Boundary (Zones 2 and 3)*”)  
City of Richmond  
Village of Lions Bay  
Bowen Island

##### **Zone 3**

Corporation of Delta, except Annacis Island  
City of Surrey  
City of White Rock  
City of Langley  
Township of Langley  
Village of Belcarra  
Village of Anmore  
Electoral Area "C" east of Indian Arm  
City of Port Moody  
City of Coquitlam  
City of Port Coquitlam  
District of Pitt Meadows  
District of Maple Ridge

*Conventional Transit – Fare Zone Map*



*HandyDART – Fare Zone Map*



**HandyDART**

**Zone 1**

City of Vancouver  
University Endowment Lands

**Zone 2**

District of North Vancouver  
District of West Vancouver  
City of North Vancouver

**Zone 3**

City of Burnaby

**Zone 4**

City of New Westminster (including Queensborough)  
City of Coquitlam  
City of Port Coquitlam  
City of Port Moody  
Village of Anmore  
Village of Belcarra

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**Zone 5**

City of Richmond

**Zone 6**

North Surrey (north of Colebrook Road)

**Zone 7**

Corporation of Delta (Tsawwassen, Ladner, North Delta, Annacis Island)

**Zone 8**

City of Langley

Township of Langley

South Surrey (Colebrook Road and South)

City of White Rock

**Zone 9**

District of Pitt Meadows

District of Maple Ridge

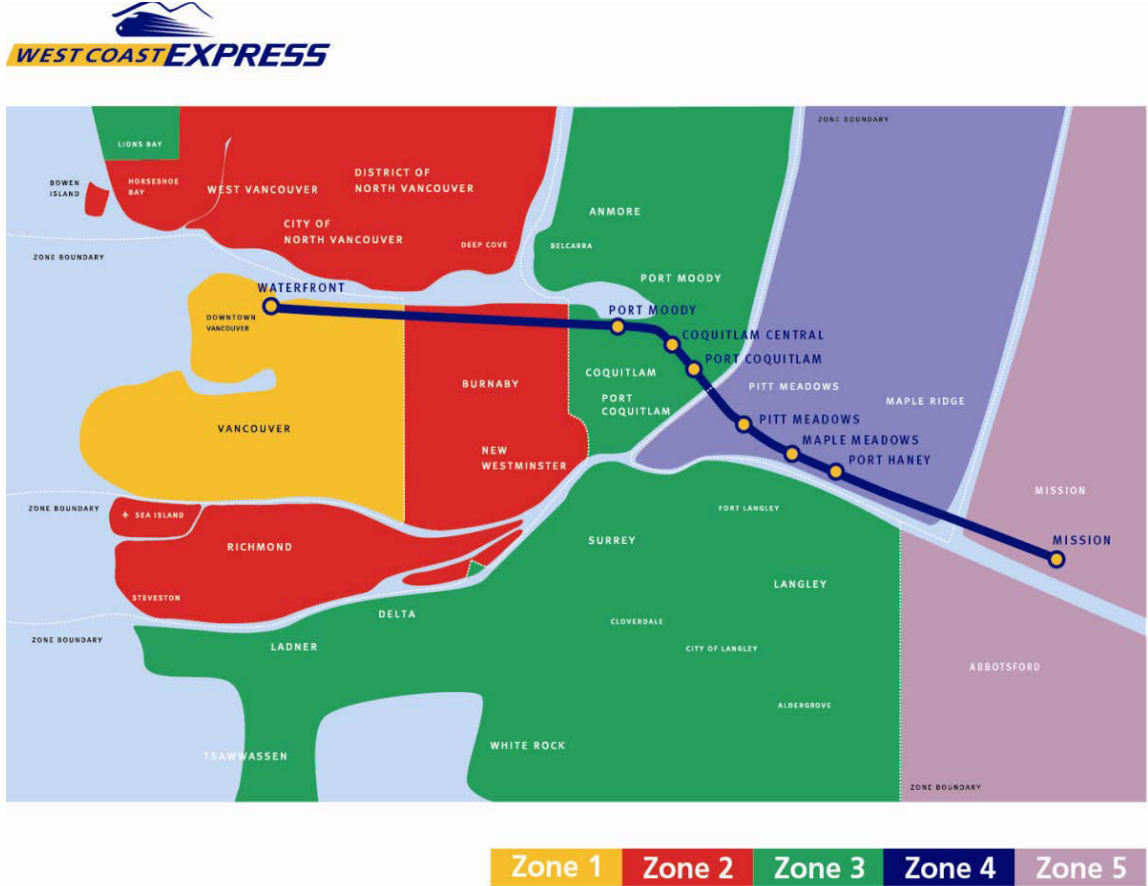
**Zone 10**

(not shown on above map) Horseshoe Bay, Lion’s Bay (Bowen Island excluded)

**West Coast Express**

- Zone 1 Vancouver station (Waterfront station)
- Zone 2 Burnaby [no station yet];
- Zone 3 Port Moody, Coquitlam and Port Coquitlam stations;
- Zone 4 Pitt Meadows, Maple Meadows and Port Haney stations;
- Zone 5 Mission station.

**West Coast Express – Fare Zone Map**





**APPENDIX “2” – FARE MEDIA: FARES AND PROOF OF PAYMENT**

**Table “1” – Cash Fares and Proof of Payment**

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	
<b>Conventional Transit (3 Zones)</b>									
Canadian National Institute for the Blind (CNIB) Pass on Compass Card*	Person with vision impairment who holds a CNIB Pass and displays valid identification	N/A		No	Valid for unlimited travel through all Zones			Not valid	No Add-Fare required
DayPass (Adult) on Compass Card* or Compass Ticket* (on specified date)	Purchaser who holds a valid DayPass (Adult)	All Zones – fare of \$10.25		No	Valid for unlimited travel through all Zones		\$2.95 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Add-Fare required**
DayPass (Concession) on Compass Card* or Compass Ticket* (on specified date)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid DayPass (Concession)	All Zones – fare of \$8.00		No	Valid for unlimited travel through all Zones		\$1.90 credit toward WCE applicable fare	Not valid	Add-Fare required**
Employee Pass on Compass Card* (until revoked or expired)	Employee Pass Holder who holds a valid Employee Pass	N/A		No	Valid for unlimited travel through all Zones			Valid for an Eligible HandyDART User	No Add-Fare required

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**

Exit Ticket* (45 min. Transfer Time, - 120 min. In-System Time)	Purchaser who holds a valid Exit Ticket to exit a Fare Paid Zone	\$5.70	\$2.95	No	Valid for unlimited travel through all Zones during the Hours paid for		\$2.95 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Add-Fare required**
FareCard* – Adult (calendar month)	Eligible HandyDART User who displays a valid Adult FareCard	Conventional Bus and HandyDART: All Zones (1 Zone FareCard) - \$95.00 per month Conventional Bus and HandyDART: 2 Zone FareCard - \$128.00 per month 3 Zone FareCard - \$174.00 per month  (Available for purchase by Eligible HandyDART Users who may wish to transfer to Conventional Transit and travel more than one zone on Conventional SkyTrain and SeaBus – see Section 9(c), Part B of the Tariff).		Yes	Valid for unlimited travel through all Zones	Not valid****	Not valid****	For an Eligible HandyDART User, valid in all HandyDART Zones	Not Valid

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**

FareSaver – Adult FareSaver* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Purchaser who displays a valid Adult FareSaver that has been validated	Conventional Bus and HandyDART: All Zones (1 Zone FareSaver) - 1 yellow ticket (book of 10, \$23.00)	No	Valid for unlimited travel through all Zones during the Hours paid for	Not valid****	Not valid****	For an Eligible HandyDART User, valid in all HandyDART Zones	Not Valid
		Conventional Bus and HandyDART: 2 Zone FareSaver - 1 red ticket (book of 10, \$33.50) 3 Zone FareSaver - 1 green ticket (book of 10, \$44.00)  (No longer available for sale to the general public but accepted as valid Proof of Payment on Conventional Bus and for Eligible HandyDART Users on HandyDART. Available for purchase by Eligible HandyDART Users who may wish to transfer to Conventional SkyTrain and SeaBus and travel more than one zone – see Section 9(c), Part B of the Tariff).						
FareSaver – Concession FareSaver* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who displays a valid Concession FareSaver that has been validated	Conventional Bus: All Zones – 1 brown ticket (book of 10, \$18.50)	No	Valid for unlimited travel through all Zones during the Hours paid for	Not valid	Not valid	Not valid	Not Valid

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**

Government Bus Pass on Compass Card*	Eligible person, as determined by the Province of BC, who holds a valid Government Bus Pass issued by TransLink with valid identification	Purchased by the Province of BC from TransLink and sold directly to eligible persons by the Province, at a user cost determined by the Province		No	Valid for unlimited travel through all Zones		Eligible for WCE Concession fare	Not valid	No Add-Fare required
GradPass on Compass Ticket* (on specified date between May 1 <sup>st</sup> and June 30 <sup>th</sup> )	Grade 12 student who is graduating in that year from a secondary school in the Transportation Service Region, who displays a valid GradPass and valid school or government issued photo identification	N/A		No	Valid for unlimited travel through all Zones for the specified date			Not valid	No Add-Fare required
Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid Monthly Pass (Adult)	Conventional Bus: All Zones - \$95.00 per month	Conventional Bus: All Zones - \$95.00 per month	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through 1 Zone	\$2.95 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	No Add-Fare required
		Conventional SkyTrain and SeaBus: 1 Zone - \$95.00 2 Zones - \$128.00 3 Zones - \$174.00 per month	Conventional SkyTrain and SeaBus: All Zones - \$95.00 per month			Valid for unlimited travel through the number of Zones paid for			

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**

Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid Monthly Pass (Concession)	All Zones - \$54.00 per month	Yes	Valid for unlimited travel through all Zones	\$1.90 credit toward WCE applicable fare	Not valid	No Add-Fare required
MultiPass on Compass Card* or Compass Ticket* (specified dates)	Members of delegations with a specific business interest in transit matters or officials of other transit agencies, all as approved by the Director, Compass Operations	N/A for officials of other transit agencies \$6.75 per pass (if > 500 passes purchased per day); \$5.75 per pass (if > 5,000 purchased per day)	No	Valid for unlimited travel through all Zones	\$2.95 credit toward WCE applicable fare	Not valid	No Add-Fare required

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time; 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Purchaser who holds a Single Fare (Adult)	Conventional Bus: Cash or Contactless Payment: All Zones \$2.95	Conventional Bus: Cash or Contactless Payment: All Zones \$2.95	No	Valid for unlimited travel through all Zones during the Hours paid for	Valid for unlimited travel through 1 Zone during the Hours paid for	Cash or Contactless Payment: \$2.95 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Conventional Bus: No Add-Fare required
		Conventional Bus: Stored Value <sup>1</sup> : All Zones \$2.30	Conventional Bus: Stored Value <sup>1</sup> : All Zones \$2.30						
		Conventional SkyTrain and SeaBus: Cash or Contactless Payment: 1 Zone \$2.95 2 Zones \$4.20 3 Zones \$5.70	Conventional SkyTrain and SeaBus: Cash or Contactless Payment: All Zones \$2.95				Valid for unlimited travel during the Hours and through the number of Zones paid for		
Conventional SkyTrain and SeaBus: Stored Value <sup>1</sup> : 1 Zone \$2.30 2 Zones \$3.35 3 Zones \$4.40	Conventional SkyTrain and SeaBus: Stored Value <sup>1</sup> : All Zones \$2.30		Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**						

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**

Single Fare (Concession) on Compass Card* or Compass Ticket* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time; 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	Conventional Bus: Cash: All Zones \$1.90	Conventional Bus: Cash: All Zones \$1.90	No	Valid for unlimited travel through all Zones during the Hours paid for	Valid for unlimited travel through 1 Zone during the Hours paid for	Cash: \$1.90 credit toward WCE applicable fare	Not valid	Conventional Bus: No Add-Fare required
		Conventional Bus: Stored Value: All Zones \$1.85	Conventional Bus: Stored Value: All Zones \$1.85				Stored Value: \$1.85 credit toward WCE applicable fare		
		Conventional SkyTrain and SeaBus: Cash: 1 Zone \$1.90 2 Zones \$2.90 3 Zones \$3.90	Conventional SkyTrain and SeaBus: Cash: All Zones \$1.90			Valid for unlimited travel during the Hours and through the number of Zones paid for			Conventional SkyTrain and SeaBus: Cash: Add-Fare required**
		Conventional SkyTrain and SeaBus: Stored Value: 1 Zone \$1.85 2 Zones \$2.85 3 Zones \$3.85	Conventional SkyTrain and SeaBus: Stored Value: All Zones \$1.85						Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Adult) on Bus Transfer* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Purchaser who holds a Single Fare (Adult)	All Zones \$2.95 (cash only)	All Zones \$2.95 (cash only)	No	Valid for unlimited travel during the Hours paid for, other than on Conventional SkyTrain and SeaBus	Not Valid	Not valid	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Not Valid
Single Fare (Concession) on Bus Transfer* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	All Zones \$1.90 (cash only)	All Zones \$1.90 (cash only)	No	Valid for unlimited travel during the Hours paid for, other than on Conventional SkyTrain and SeaBus	Not Valid	Not valid	Not valid	Not Valid
Special Event Ticket on Bus Transfer*, Compass Card* or Compass Ticket* (specified period)	Purchaser	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	No	Valid for unlimited travel during the Hours paid for	Valid for unlimited travel during the Hours and through the number of Zones paid for		Not valid	Add-Fare required**



Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
U-Pass BC on Compass Card* (calendar months)	A U-Pass BC Student who displays a valid student card (together with valid government issue photo identification if no photograph on student card) and holds a valid U-Pass BC on a Compass Card	As determined by the agreement between the post-secondary educational institution, its student society, and TransLink	No	No	Valid for unlimited travel through all Zones	Valid toward purchase of a WCE Monthly U-Pass or \$2.95 credit toward WCE applicable fare	Valid for an Eligible HandyDART User	No Add-Fare required	
War Amputee Pass on Compass Card* (calendar year)	Veterans of WW1 & WW2 who are members of the War Amputees Association and who holds a valid War Amputee Pass with valid identification	N/A	No	No	Valid for unlimited travel through all Zones		Not valid	No Add-Fare required	
<b>West Coast Express (WCE) Service (5 Zones)</b>									
WCE Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid WCE Monthly Pass (Adult)	1 or 2 Zones - \$155.75 <sup>1</sup> , 3 Zones - \$205.00 <sup>1</sup> , 4 Zones - \$248.00 <sup>1</sup> , 5 Zones - \$339.75 <sup>1</sup>	Yes	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	No Add-Fare required	
WCE Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Monthly Pass (Concession)	1 or 2 Zones - \$95.00 <sup>1</sup> , 3 Zones - \$126.50 <sup>1</sup> , 4 Zones - \$156.25 <sup>1</sup> , 5 Zones - \$219.25 <sup>1</sup>	Yes	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid	No Add-Fare required	

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**

WCE Monthly U-Pass on Compass Card* (calendar month)	Student of an eligible educational institution who holds a valid student card (together with valid government issue photo identification if no photograph on student card), a valid U-Pass BC and a valid WCE Monthly U-Pass	All Zones - \$98.00 per month <sup>1</sup> .	No	Valid for unlimited travel through all Zones			Valid for an Eligible HandyDART User	No Add-Fare required
WCE One-Way Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Purchaser who holds a valid WCE One-Way Fare (Adult)	Cash or Contactless Payment: 1 or 2 Zones - \$5.70 3 Zones - \$7.45 4 Zones - \$9.20 5 Zones - \$12.45	No	Valid for unlimited travel through all Zones during the hours paid for	Valid for unlimited travel in one direction through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	Add-Fare required**	
		Stored Value <sup>1</sup> : 1 or 2 Zones: \$4.80 3 Zones: \$6.25 4 Zones: \$7.65 5 Zones: \$10.40						
WCE One-Way Fare (Concession) on Compass Card* or Compass Ticket* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid WCE One-Way Fare (Concession)	Cash: 1 or 2 Zones - \$3.40 3 Zones - \$4.40 4 Zones - \$5.65 5 Zones - \$7.65	No	Valid for unlimited travel through all Zones during the hours paid for	Valid for unlimited travel in one direction through the number of Zones paid for	Not valid	Add-Fare required**	
		Stored Value <sup>1</sup> : 1 or 2 Zones: \$2.80 3 Zones: \$3.60 4 Zones: \$4.70 5 Zones: \$6.35						

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
WCE Return Fare (Adult) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Purchaser who holds a valid WCE Return Fare (Adult)	Cash: 1 or 2 Zones - \$10.75 3 Zones - \$14.25 4 Zones - \$17.50 5 Zones - \$23.50	No	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Valid for unlimited travel through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	No Add-Fare required	
		Stored Value: 1 or 2 Zones: \$10.50 3 Zones: \$13.50 4 Zones: \$16.75 5 Zones: \$22.50							
WCE Return Fare (Concession) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Return Fare (Concession)	Cash: 1 or 2 Zones - \$6.75 3 Zones - \$8.75 4 Zones - \$11.00 5 Zones - \$15.00	No	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Valid for unlimited travel through the number of Zones paid for	Not valid	No Add-Fare required	
		Stored Value: 1 or 2 Zones: \$6.50 3 Zones: \$8.25 4 Zones: \$10.50 5 Zones: \$14.25							
<b>HandyDART Service (10 Zones)</b>									
Cash fare on HandyDART (one-way trip)	Eligible HandyDART User	All Zones - \$2.95	No	Not valid****	Not valid****	Not valid****	Valid for travel through all Zones	No Add-Fare required	

- <sup>1</sup> Indicates a discounted fare in effect for an introductory period as part of the introduction of Compass Card fare media, expiring at such time as determined by TransLink, in its sole discretion.
- \* Indicates Proof of Payment.
- \*\* Canada Line YVR Add-Fare is a short term fare premium over the applicable fare in the amount of \$2.50 each way, which will be collected as a return fare premium of \$5.00 payable at YVR-Airport Station, Templeton Station or Sea Island Centre Station.
- \*\*\* For transfers from WCE to Canada Line or Conventional Bus where the Tap In for the transfer to Canada Line or a bus occurs within the initial 120 min. Transfer Time and In-System Time, the passenger will have 90 min. of Transfer Time from the time of Tap In on Canada Line or Conventional Bus.
- \*\*\*\* Eligible HandyDART Users using FareCards/FareSavers or paying cash fare for travel on a HandyDART vehicle will be permitted to transfer onto Conventional Transit or WCE by obtaining valid Compass Fare Media in accordance with subsection 9(c), Part B of the Tariff.

**Table “2” – Exemptions**

Eligible Person	Conditions	Exemption		
		Conventional Transit	West Coast Express	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations
Any person	None	Exempt from fare payment while travelling between Canada Line stations located on Sea Island	Not exempt from fare payment	N/A
Attendant	Only one Attendant is eligible for the exemption	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder
Child under 5 years of age	Child must be accompanied by a passenger possessing Proof of Payment	Exempt from fare payment, if accompanied by a passenger possessing Proof of Payment who is travelling with fewer than 5 Children under the age of 5		Exempt from Add-Fare
Persons having their regular location of work on Sea Island	Persons must (i) provide proof of eligibility acceptable to TransLink to a dealer as designated by TransLink, and (ii) purchase from such dealer and possess as valid Proof of Payment, a Compass Ticket having the applicable fare	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare
Residents of Burkeville, Richmond	Person who holds and uses as valid Proof of Payment a Sea Island Compass Card, issued to such person by TransLink upon such person providing to TransLink proof of residency acceptable to TransLink, having the applicable fare and with valid identification	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare

**Table “3” – Private Charters**

<b>Rates, Charges and Cancellation Fees</b>	
<b>Conventional Bus, Community Shuttle and HandyDART Vehicle</b> (includes operator or driver)	\$62.50 per ½ hour or part Minimum charge of \$125.00 Bridge and road tolls, special licence fees and other out-of-pocket expenses extra
Cancellation Fee	\$125.00
WCE train	To be determined by WCE on a case-by-case basis

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
**PROPOSED 2019 TARIFF BYLAW**

A bylaw to amend the South Coast British Columbia Transportation Authority  
2018 Tariff Bylaw Number 122-2018

WHEREAS, pursuant to the *South Coast British Columbia Transportation Authority Act* (the Act), the Authority may, by by-law, assess user fees on persons using the regional transportation system (as defined in the Act) in the transportation service region (as defined in the Act);

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. This By-law may be cited as the “South Coast British Columbia Transportation Authority Proposed 2019 Tariff Bylaw.”
2. The South Coast British Columbia Transportation Authority 2018 Tariff Bylaw Number 122-2018 is amended as follows:
  - a. Appendix “2” – Fare Media: Fares and Proof of Payment attached to this Bylaw as Schedule 2 replaces the Appendix “2” attached to the South Coast British Columbia Transportation Authority 2018 Tariff Bylaw Number 122-2018.
3. This Bylaw comes into force and takes effect on July 1, 2019.

READ A FIRST, SECOND AND THIRD TIME this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_.

RECONSIDERED, PASSED AND FINALLY ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_.

Lorraine Cunningham, Chair

Gigi Chen-Kuo, General Counsel and Corporate Secretary

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
<b>Conventional Transit (3 Zones)</b>									
Canadian National Institute for the Blind (CNIB) Pass on Compass Card*	Person with vision impairment who holds a CNIB Pass and displays valid identification	N/A		No	Valid for unlimited travel through all Zones			Not valid	No Add-Fare required
DayPass (Adult) on Compass Card* or Compass Ticket* (on specified date)	Purchaser who holds a valid DayPass (Adult)	All Zones – fare of \$10.50		No	Valid for unlimited travel through all Zones	\$3 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Add-Fare required**	
DayPass (Concession) on Compass Card* or Compass Ticket* (on specified date)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid DayPass (Concession)	All Zones – fare of \$8.25		No	Valid for unlimited travel through all Zones	\$2 credit toward WCE applicable fare	Not valid	Add-Fare required**	
Employee Pass on Compass Card* (until revoked or expired)	Employee Pass Holder who holds a valid Employee Pass	N/A		No	Valid for unlimited travel through all Zones			Valid for an Eligible HandyDART User	No Add-Fare required
Exit Ticket* (45 min. Transfer Time, - 120 min. In-System Time)	Purchaser who holds a valid Exit Ticket to exit a Fare Paid Zone	\$5.75	\$3	No	Valid for unlimited travel through all Zones during the Hours paid for	\$3 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Add-Fare required**	

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**

FareCard* – Adult (calendar month)	Eligible HandyDART User who displays a valid Adult FareCard	Conventional Bus and HandyDART: All Zones (1 Zone FareCard) - \$98 per month	Yes	Valid for unlimited travel through all Zones	Not valid****	Not valid****	For an Eligible HandyDART User, valid in all HandyDART Zones	Not Valid
		Conventional Bus and HandyDART: 2 Zone FareCard - \$131 per month 3 Zone FareCard - \$177 per month  (Available for purchase by Eligible HandyDART Users who may wish to transfer to Conventional Transit and travel more than one zone on Conventional SkyTrain and SeaBus – see Section 9(c), Part B of the Tariff).						



Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**

FareSaver – Adult FareSaver* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Purchaser who displays a valid Adult FareSaver that has been validated	Conventional Bus and HandyDART: All Zones (1 Zone FareSaver) - 1 yellow ticket (book of 10, \$24)	No	Valid for unlimited travel through all Zones during the Hours paid for	Not valid****	Not valid****	For an Eligible HandyDART User, valid in all HandyDART Zones	Not Valid
		Conventional Bus and HandyDART: 2 Zone FareSaver - 1 red ticket (book of 10, \$34.50) 3 Zone FareSaver - 1 green ticket (book of 10, \$45)  (No longer available for sale to the general public but accepted as valid Proof of Payment on Conventional Bus and for Eligible HandyDART Users on HandyDART. Available for purchase by Eligible HandyDART Users who may wish to transfer to Conventional SkyTrain and SeaBus and travel more than one zone – see Section 9(c), Part B of the Tariff).						
FareSaver – Concession FareSaver* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who displays a valid Concession FareSaver that has been validated	Conventional Bus: All Zones – 1 brown ticket (book of 10, \$19.50)	No	Valid for unlimited travel through all Zones during the Hours paid for	Not valid	Not valid	Not valid	Not Valid

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**

Government Bus Pass on Compass Card*	Eligible person, as determined by the Province of BC, who holds a valid Government Bus Pass issued by TransLink with valid identification	Purchased by the Province of BC from TransLink and sold directly to eligible persons by the Province, at a user cost determined by the Province		No	Valid for unlimited travel through all Zones		Eligible for WCE Concession fare	Not valid	No Add-Fare required
GradPass on Compass Ticket* (on specified date between May 1 <sup>st</sup> and June 30 <sup>th</sup> )	Grade 12 student who is graduating in that year from a secondary school in the Transportation Service Region, who displays a valid GradPass and valid school or government issued photo identification	N/A		No	Valid for unlimited travel through all Zones for the specified date			Not valid	No Add-Fare required
Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid Monthly Pass (Adult)	Conventional Bus: All Zones - \$98 per month	Conventional Bus: All Zones - \$98 per month	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through 1 Zone	\$3 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	No Add-Fare required
		Conventional SkyTrain and SeaBus: 1 Zone - \$98 2 Zones - \$131 3 Zones - \$177 per month	Conventional SkyTrain and SeaBus: All Zones - \$98 per month			Valid for unlimited travel through the number of Zones paid for			
Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid Monthly Pass (Concession)	All Zones - \$56 per month		Yes	Valid for unlimited travel through all Zones		\$2 credit toward WCE applicable fare	Not valid	No Add-Fare required

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDAR T (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
MultiPass on Compass Card* or Compass Ticket* (specified dates)	Members of delegations with a specific business interest in transit matters or officials of other transit agencies, all as approved by the Director, Compass Operations	N/A for officials of other transit agencies \$6.85 per pass (if > 500 passes purchased per day); \$5.85 per pass (if > 5,000 purchased per day)	No	Valid for unlimited travel through all Zones	\$3 credit toward WCE applicable fare	Not valid	No Add-Fare required		

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions					
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**	
Single Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time; 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Purchaser who holds a Single Fare (Adult)	Conventional Bus: Cash or Contactless Payment: All Zones \$3	Conventional Bus: Cash or Contactless Payment: All Zones \$3	No	Valid for unlimited travel through all Zones during the Hours paid for	Valid for unlimited travel through 1 Zone during the Hours paid for	Cash or Contactless Payment: \$3 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Conventional Bus: No Add-Fare required	
		Conventional Bus: Stored Value <sup>1</sup> : All Zones \$2.40	Conventional Bus: Stored Value <sup>1</sup> : All Zones \$2.40							Stored Value: \$2.40 credit toward WCE applicable fare
		Conventional SkyTrain and SeaBus: Cash or Contactless Payment: 1 Zone \$3 2 Zones \$4.25 3 Zones \$5.75	Conventional SkyTrain and SeaBus: Cash or Contactless Payment: All Zones \$3				Valid for unlimited travel during the Hours and through the number of Zones paid for			
		Conventional SkyTrain and SeaBus: Stored Value <sup>1</sup> : 1 Zone \$2.40 2 Zones \$3.45 3 Zones \$4.50	Conventional SkyTrain and SeaBus: Stored Value <sup>1</sup> : All Zones \$2.40							Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions					
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDAR T (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**	
Single Fare (Concession) on Compass Card* or Compass Ticket* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time; 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	Conventional Bus: Cash: All Zones \$2	Conventional Bus: Cash: All Zones \$2	No	Valid for unlimited travel through all Zones during the Hours paid for	Valid for unlimited travel through 1 Zone during the Hours paid for	Cash: \$2 credit toward WCE applicable fare	Not valid	Conventional Bus: No Add-Fare required	
		Conventional Bus: Stored Value: All Zones \$1.95	Conventional Bus: Stored Value: All Zones \$1.95							Stored Value: \$1.95 credit toward WCE applicable fare
		Conventional SkyTrain and SeaBus: Cash: 1 Zone \$2 2 Zones \$3 3 Zones \$4	Conventional SkyTrain and SeaBus: Cash: All Zones \$2				Valid for unlimited travel during the Hours and through the number of Zones paid for			
		Conventional SkyTrain and SeaBus: Stored Value: 1 Zone \$1.95 2 Zones \$2.95 3 Zones \$3.95	Conventional SkyTrain and SeaBus: Stored Value: All Zones \$1.95							Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Adult) on Bus Transfer* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Purchaser who holds a Single Fare (Adult)	All Zones \$3 (cash only)	All Zones \$3 (cash only)	No	Valid for unlimited travel during the Hours paid for, other than on Conventional SkyTrain and SeaBus	Not Valid	Not valid	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Not Valid
Single Fare (Concession) on Bus Transfer* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	All Zones \$2 (cash only)	All Zones \$2 (cash only)	No	Valid for unlimited travel during the Hours paid for, other than on Conventional SkyTrain and SeaBus	Not Valid	Not valid	Not valid	Not Valid
Special Event Ticket on Bus Transfer*, Compass Card* or Compass Ticket* (specified period)	Purchaser	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	No	Valid for unlimited travel during the Hours paid for	Valid for unlimited travel during the Hours and through the number of Zones paid for		Not valid	Add-Fare required**

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
U-Pass BC on Compass Card* (calendar months)	A U-Pass BC Student who displays a valid student card (together with valid government issue photo identification if no photograph on student card) and holds a valid U-Pass BC on a Compass Card	As determined by the agreement between the post-secondary educational institution, its student society, and TransLink	No	Valid for unlimited travel through all Zones	Valid toward purchase of a WCE Monthly U-Pass or \$3 credit toward WCE applicable fare	Valid for an Eligible HandyDART User	No Add-Fare required		
War Amputee Pass on Compass Card* (calendar year)	Veterans of WW1 & WW2 who are members of the War Amputees Association and who holds a valid War Amputee Pass with valid identification	N/A	No	Valid for unlimited travel through all Zones		Not valid	No Add-Fare required		
<b>West Coast Express (WCE) Service (5 Zones)</b>									
WCE Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid WCE Monthly Pass (Adult)	1 or 2 Zones - \$158.75 <sup>1</sup> , 3 Zones - \$208 <sup>1</sup> , 4 Zones - \$251 <sup>1</sup> , 5 Zones - \$342.75 <sup>1</sup>	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	No Add-Fare required		
WCE Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Monthly Pass (Concession)	1 or 2 Zones - \$97 <sup>1</sup> , 3 Zones - \$128.50 <sup>1</sup> , 4 Zones - \$158.25 <sup>1</sup> , 5 Zones - \$221.25 <sup>1</sup>	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid	No Add-Fare required		

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
WCE Monthly U-Pass on Compass Card* (calendar month)	Student of an eligible educational institution who holds a valid student card (together with valid government issue photo identification if no photograph on student card), a valid U-Pass BC and a valid WCE Monthly U-Pass	All Zones - \$100.00 per month <sup>1</sup> .	No	Valid for unlimited travel through all Zones			Valid for an Eligible HandyDART User	No Add-Fare required	
WCE One-Way Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Purchaser who holds a valid WCE One-Way Fare (Adult)	Cash or Contactless Payment: 1 or 2 Zones - \$5.75 3 Zones - \$7.50 4 Zones - \$9.25 5 Zones - \$12.50 Stored Value <sup>1</sup> : 1 or 2 Zones: \$4.90 3 Zones: \$6.35 4 Zones: \$7.75 5 Zones: \$10.50	No	Valid for unlimited travel through all Zones during the hours paid for	Valid for unlimited travel in one direction through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	Add-Fare required**		
WCE One-Way Fare (Concession) on Compass Card* or Compass Ticket* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid WCE One-Way Fare (Concession)	Cash: 1 or 2 Zones - \$3.50 3 Zones - \$4.50 4 Zones - \$5.75 5 Zones - \$7.75 Stored Value <sup>1</sup> : 1 or 2 Zones: \$2.90 3 Zones: \$3.70 4 Zones: \$4.80 5 Zones: \$6.45	No	Valid for unlimited travel through all Zones during the hours paid for	Valid for unlimited travel in one direction through the number of Zones paid for	Not valid	Add-Fare required**		



Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
WCE Return Fare (Adult) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Purchaser who holds a valid WCE Return Fare (Adult)	Cash: 1 or 2 Zones - \$11 3 Zones - \$14.50 4 Zones - \$17.75 5 Zones - \$23.75 Stored Value: 1 or 2 Zones: \$10.75 3 Zones: \$ 13.75 4 Zones: \$17 5 Zones: \$22.75	No	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	No Add-Fare required		
WCE Return Fare (Concession) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Return Fare (Concession)	Cash: 1 or 2 Zones - \$7 3 Zones - \$9 4 Zones - \$11.25 5 Zones - \$15.25 Stored Value: 1 or 2 Zones: \$6.75 3 Zones: \$8.50 4 Zones: \$10.75 5 Zones: \$14.50	No	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid	No Add-Fare required		
<b>HandyDART Service (10 Zones)</b>									
Cash fare on HandyDART (one-way trip)	Eligible HandyDART User	All Zones - \$3	No	Not valid****	Not valid****	Not valid****	Valid for travel through all Zones	No Add-Fare required	

- <sup>1</sup> Indicates a discounted fare in effect for an introductory period as part of the introduction of Compass Card fare media, expiring at such time as determined by TransLink, in its sole discretion.
- \* Indicates Proof of Payment.
- \*\* Canada Line YVR Add-Fare is a short term fare premium over the applicable fare in the amount of \$2.50 each way, which will be collected as a return fare premium of \$5.00 payable at YVR-Airport Station, Templeton Station or Sea Island Centre Station.
- \*\*\* For transfers from WCE to Canada Line or Conventional Bus where the Tap In for the transfer to Canada Line or a bus occurs within the initial 120 min. Transfer Time and In-System Time, the passenger will have 90 min. of Transfer Time from the time of Tap In on Canada Line or Conventional Bus.
- \*\*\*\* Eligible HandyDART Users using FareCards/FareSavers or paying cash fare for travel on a HandyDART vehicle will be permitted to transfer onto Conventional Transit or WCE by obtaining valid Compass Fare Media in accordance with subsection 9(c), Part B of the Tariff.

Eligible Person	Conditions	Exemption		
		Conventional Transit	West Coast Express	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations
Any person	None	Exempt from fare payment while travelling between Canada Line stations located on Sea Island	Not exempt from fare payment	N/A
Attendant	Only one Attendant is eligible for the exemption	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder
Child under 5 years of age	Child must be accompanied by a passenger possessing Proof of Payment	Exempt from fare payment, if accompanied by a passenger possessing Proof of Payment who is travelling with fewer than 5 Children under the age of 5		Exempt from Add-Fare
Persons having their regular location of work on Sea Island	Persons must (i) provide proof of eligibility acceptable to TransLink to a dealer as designated by TransLink, and (ii) purchase from such dealer and possess as valid Proof of Payment, a Compass Ticket having the applicable fare	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare
Residents of Burkeville, Richmond	Person who holds and uses as valid Proof of Payment a Sea Island Compass Card, issued to such person by TransLink upon such person providing to TransLink proof of residency acceptable to TransLink, having the applicable fare and with valid identification	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare

**Rates, Charges and Cancellation Fees**

<b>Conventional Bus, Community Shuttle and HandyDART Vehicle</b> (includes operator or driver)	\$62.50 per ½ hour or part Minimum charge of \$125.00 Bridge and road tolls, special licence fees and other out-of-pocket expenses extra
Cancellation Fee	\$125.00
WCE train	To be determined by WCE on a case-by-case basis

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
**PROPOSED 2020 TARIFF BYLAW**

A bylaw to amend the South Coast British Columbia Transportation Authority  
Proposed 2019 Tariff Bylaw

WHEREAS, pursuant to the *South Coast British Columbia Transportation Authority Act* (the Act), the Authority may, by by-law, assess user fees on persons using the regional transportation system (as defined in the Act) in the transportation service region (as defined in the Act);

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. This By-law may be cited as the “South Coast British Columbia Transportation Authority Proposed 2020 Tariff Bylaw.”
2. The South Coast British Columbia Transportation Authority Proposed 2018 Tariff Bylaw is amended as follows:
  - a. Appendix “2” – Fare Media: Fares and Proof of Payment attached to this Bylaw as Schedule 2 replaces the Appendix “2” attached to the South Coast British Columbia Transportation Authority Proposed 2019 Tariff Bylaw.
3. This Bylaw comes into force and takes effect on July 1, 2020.

READ A FIRST, SECOND AND THIRD TIME this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_.

RECONSIDERED, PASSED AND FINALLY ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_.

Lorraine Cunningham, Chair

Gigi Chen-Kuo, General Counsel and Corporate Secretary

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
<b>Conventional Transit (3 Zones)</b>									
Canadian National Institute for the Blind (CNIB) Pass on Compass Card*	Person with vision impairment who holds a CNIB Pass and displays valid identification	N/A		No	Valid for unlimited travel through all Zones			Not valid	No Add-Fare required
DayPass (Adult) on Compass Card* or Compass Ticket* (on specified date)	Purchaser who holds a valid DayPass (Adult)	All Zones – fare of \$10.75		No	Valid for unlimited travel through all Zones	\$3.20 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Add-Fare required**	
DayPass (Concession) on Compass Card* or Compass Ticket* (on specified date)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid DayPass (Concession)	All Zones – fare of \$8.50		No	Valid for unlimited travel through all Zones	\$2.10 credit toward WCE applicable fare	Not valid	Add-Fare required**	
Employee Pass on Compass Card* (until revoked or expired)	Employee Pass Holder who holds a valid Employee Pass	N/A		No	Valid for unlimited travel through all Zones			Valid for an Eligible HandyDART User	No Add-Fare required
Exit Ticket* (45 min. Transfer Time, - 120 min. In-System Time)	Purchaser who holds a valid Exit Ticket to exit a Fare Paid Zone	\$6.00	\$3.20	No	Valid for unlimited travel through all Zones during the Hours paid for	\$3.20 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Add-Fare required**	

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**

FareCard* – Adult (calendar month)	Eligible HandyDART User who displays a valid Adult FareCard	Conventional Bus and HandyDART: All Zones (1 Zone FareCard) - \$101.00 per month	Yes	Valid for unlimited travel through all Zones	Not valid****	Not valid****	For an Eligible HandyDART User, valid in all HandyDART Zones	Not Valid
		Conventional Bus and HandyDART: 2 Zone FareCard - \$135.00 per month 3 Zone FareCard - \$182.00 per month  (Available for purchase by Eligible HandyDART Users who may wish to transfer to Conventional Transit and travel more than one zone on Conventional SkyTrain and SeaBus – see Section 9(c), Part B of the Tariff).						

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**

FareSaver – Adult FareSaver* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Purchaser who displays a valid Adult FareSaver that has been validated	Conventional Bus and HandyDART: All Zones (1 Zone FareSaver) - 1 yellow ticket (book of 10, \$25.50)	No	Valid for unlimited travel through all Zones during the Hours paid for	Not valid****	Not valid****	For an Eligible HandyDART User, valid in all HandyDART Zones	Not Valid
		Conventional Bus and HandyDART: 2 Zone FareSaver - 1 red ticket (book of 10, \$36.50) 3 Zone FareSaver - 1 green ticket (book of 10, \$47.50)  (No longer available for sale to the general public but accepted as valid Proof of Payment on Conventional Bus and for Eligible HandyDART Users on HandyDART. Available for purchase by Eligible HandyDART Users who may wish to transfer to Conventional SkyTrain and SeaBus and travel more than one zone – see Section 9(c), Part B of the Tariff).						
FareSaver – Concession FareSaver* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who displays a valid Concession FareSaver that has been validated	Conventional Bus: All Zones – 1 brown ticket (book of 10, \$20.50)	No	Valid for unlimited travel through all Zones during the Hours paid for	Not valid	Not valid	Not valid	Not Valid

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDAR T (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**

Government Bus Pass on Compass Card*	Eligible person, as determined by the Province of BC, who holds a valid Government Bus Pass issued by TransLink with valid identification	Purchased by the Province of BC from TransLink and sold directly to eligible persons by the Province, at a user cost determined by the Province		No	Valid for unlimited travel through all Zones		Eligible for WCE Concession fare	Not valid	No Add-Fare required
GradPass on Compass Ticket* (on specified date between May 1 <sup>st</sup> and June 30 <sup>th</sup> )	Grade 12 student who is graduating in that year from a secondary school in the Transportation Service Region, who displays a valid GradPass and valid school or government issued photo identification	N/A		No	Valid for unlimited travel through all Zones for the specified date			Not valid	No Add-Fare required
Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid Monthly Pass (Adult)	Conventional Bus: All Zones - \$101.00 per month	Conventional Bus: All Zones - \$101.00 per month	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through 1 Zone	\$3.20 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	No Add-Fare required
		Conventional SkyTrain and SeaBus: 1 Zone - \$101.00 2 Zones - \$135.00 3 Zones - \$182.00 per month	Conventional SkyTrain and SeaBus: All Zones - \$101.00 per month			Valid for unlimited travel through the number of Zones paid for			



Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDAR T (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**

Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid Monthly Pass (Concession)	All Zones - \$58.00 per month	Yes	Valid for unlimited travel through all Zones	\$2.10 credit toward WCE applicable fare	Not valid	No Add-Fare required
MultiPass on Compass Card* or Compass Ticket* (specified dates)	Members of delegations with a specific business interest in transit matters or officials of other transit agencies, all as approved by the Director, Compass Operations	N/A for officials of other transit agencies  \$7.00 per pass (if > 500 passes purchased per day); \$5.95 per pass (if > 5,000 purchased per day)	No	Valid for unlimited travel through all Zones	\$3.20 credit toward WCE applicable fare	Not valid	No Add-Fare required

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions					
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**	
Single Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time; 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Purchaser who holds a Single Fare (Adult)	Conventional Bus: Cash or Contactless Payment: All Zones \$3.20	Conventional Bus: Cash or Contactless Payment: All Zones \$3.20	No	Valid for unlimited travel through all Zones during the Hours paid for	Valid for unlimited travel through 1 Zone during the Hours paid for	Cash or Contactless Payment: \$3.20 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Conventional Bus: No Add-Fare required	
		Conventional Bus: Stored Value <sup>1</sup> : All Zones \$2.55	Conventional Bus: Stored Value <sup>1</sup> : All Zones \$2.55							Stored Value: \$2.55 credit toward WCE applicable fare
		Conventional SkyTrain and SeaBus: Cash or Contactless Payment: 1 Zone \$3.20 2 Zones \$4.50 3 Zones \$6.00	Conventional SkyTrain and SeaBus: Cash or Contactless Payment: All Zones \$3.20				Valid for unlimited travel during the Hours and through the number of Zones paid for			
		Conventional SkyTrain and SeaBus: Stored Value <sup>1</sup> : 1 Zone \$2.55 2 Zones \$3.65 3 Zones \$4.75	Conventional SkyTrain and SeaBus: Stored Value <sup>1</sup> : All Zones \$2.55							Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions					
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDAR T (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**	
Single Fare (Concession) on Compass Card* or Compass Ticket* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time; 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	Conventional Bus: Cash: All Zones \$2.10	Conventional Bus: Cash: All Zones \$2.10	No	Valid for unlimited travel through all Zones during the Hours paid for	Valid for unlimited travel through 1 Zone during the Hours paid for	Cash: \$2.10 credit toward WCE applicable fare	Not valid	Conventional Bus: No Add-Fare required	
		Conventional Bus: Stored Value: All Zones \$2.05	Conventional Bus: Stored Value: All Zones \$2.05							Stored Value: \$2.05 credit toward WCE applicable fare
		Conventional SkyTrain and SeaBus: Cash: 1 Zone \$2.10 2 Zones \$3.15 3 Zones \$4.15	Conventional SkyTrain and SeaBus: Cash: All Zones \$2.10				Valid for unlimited travel during the Hours and through the number of Zones paid for			
		Conventional SkyTrain and SeaBus: Stored Value: 1 Zone \$2.05 2 Zones \$3.05 3 Zones \$4.10	Conventional SkyTrain and SeaBus: Stored Value: All Zones \$2.05							Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Adult) on Bus Transfer* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Purchaser who holds a Single Fare (Adult)	All Zones \$3.20 (cash only)	All Zones \$3.20 (cash only)	No	Valid for unlimited travel during the Hours paid for, other than on Conventional SkyTrain and SeaBus	Not Valid	Not valid	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Not Valid
Single Fare (Concession) on Bus Transfer* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	All Zones \$2.10 (cash only)	All Zones \$2.10 (cash only)	No	Valid for unlimited travel during the Hours paid for, other than on Conventional SkyTrain and SeaBus	Not Valid	Not valid	Not valid	Not Valid
Special Event Ticket on Bus Transfer*, Compass Card* or Compass Ticket* (specified period)	Purchaser	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	No	Valid for unlimited travel during the Hours paid for	Valid for unlimited travel during the Hours and through the number of Zones paid for		Not valid	Add-Fare required**

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
U-Pass BC on Compass Card* (calendar months)	A U-Pass BC Student who displays a valid student card (together with valid government issue photo identification if no photograph on student card) and holds a valid U-Pass BC on a Compass Card	As determined by the agreement between the post-secondary educational institution, its student society, and TransLink	No	Valid for unlimited travel through all Zones	Valid toward purchase of a WCE Monthly U-Pass or \$3 credit toward WCE applicable fare	Valid for an Eligible HandyDART User	No Add-Fare required		
War Amputee Pass on Compass Card* (calendar year)	Veterans of WW1 & WW2 who are members of the War Amputees Association and who holds a valid War Amputee Pass with valid identification	N/A	No	Valid for unlimited travel through all Zones		Not valid	No Add-Fare required		
<b>West Coast Express (WCE) Service (5 Zones)</b>									
WCE Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid WCE Monthly Pass (Adult)	1 or 2 Zones - \$164 <sup>1</sup> , 3 Zones - \$214 <sup>1</sup> , 4 Zones - \$259 <sup>1</sup> , 5 Zones - \$353 <sup>1</sup>	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	No Add-Fare required		
WCE Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Monthly Pass (Concession)	1 or 2 Zones - \$100 <sup>1</sup> , 3 Zones - \$132 <sup>1</sup> , 4 Zones - \$163 <sup>1</sup> , 5 Zones - \$228 <sup>1</sup>	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid	No Add-Fare required		

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
WCE Monthly U-Pass on Compass Card* (calendar month)	Student of an eligible educational institution who holds a valid student card (together with valid government issue photo identification if no photograph on student card), a valid U-Pass BC and a valid WCE Monthly U-Pass	All Zones - \$102.00 per month <sup>1</sup> .	No	Valid for unlimited travel through all Zones			Valid for an Eligible HandyDART User	No Add-Fare required	
WCE One-Way Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Purchaser who holds a valid WCE One-Way Fare (Adult)	Cash or Contactless Payment: 1 or 2 Zones - \$5.90 3 Zones - \$7.70 4 Zones - \$9.55 5 Zones - \$12.90 Stored Value <sup>1</sup> : 1 or 2 Zones: \$4.90 3 Zones: \$6.35 4 Zones: \$7.75 5 Zones: \$10.50	No	Valid for unlimited travel through all Zones during the hours paid for	Valid for unlimited travel in one direction through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	Add-Fare required**		
WCE One-Way Fare (Concession) on Compass Card* or Compass Ticket* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid WCE One-Way Fare (Concession)	Cash: 1 or 2 Zones - \$3.60 3 Zones - \$4.65 4 Zones - \$5.90 5 Zones - \$8 Stored Value <sup>1</sup> : 1 or 2 Zones: \$3 3 Zones: \$3.8 4 Zones: \$4.95 5 Zones: \$6.65	No	Valid for unlimited travel through all Zones during the hours paid for	Valid for unlimited travel in one direction through the number of Zones paid for	Not valid	Add-Fare required**		

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
WCE Return Fare (Adult) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Purchaser who holds a valid WCE Return Fare (Adult)	Cash: 1 or 2 Zones - \$11.35 3 Zones - \$14.95 4 Zones - \$18.30 5 Zones - \$24.45	No	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Valid for unlimited travel through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	No Add-Fare required	
		Stored Value: 1 or 2 Zones: \$11.05 3 Zones: \$ 14.15 4 Zones: \$17.50 5 Zones: \$23.45							
WCE Return Fare (Concession) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Return Fare (Concession)	Cash: 1 or 2 Zones - \$7.20 3 Zones - \$9.25 4 Zones - \$11.60 5 Zones - \$15.70	No	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Valid for unlimited travel through the number of Zones paid for	Not valid	No Add-Fare required	
		Stored Value: 1 or 2 Zones: \$6.90 3 Zones: \$8.75 4 Zones: \$11.05 5 Zones: \$14.95							
<b>HandyDART Service (10 Zones)</b>									
Cash fare on HandyDART (one-way trip)	Eligible HandyDART User	All Zones - \$3.10	No	Not valid****	Not valid****	Not valid****	Valid for travel through all Zones	No Add-Fare required	

- <sup>1</sup> Indicates a discounted fare in effect for an introductory period as part of the introduction of Compass Card fare media, expiring at such time as determined by TransLink, in its sole discretion.
- \* Indicates Proof of Payment.
- \*\* Canada Line YVR Add-Fare is a short term fare premium over the applicable fare in the amount of \$2.50 each way, which will be collected as a return fare premium of \$5.00 payable at YVR-Airport Station, Templeton Station or Sea Island Centre Station.
- \*\*\* For transfers from WCE to Canada Line or Conventional Bus where the Tap In for the transfer to Canada Line or a bus occurs within the initial 120 min. Transfer Time and In-System Time, the passenger will have 90 min. of Transfer Time from the time of Tap In on Canada Line or Conventional Bus.
- \*\*\*\* Eligible HandyDART Users using FareCards/FareSavers or paying cash fare for travel on a HandyDART vehicle will be permitted to transfer onto Conventional Transit or WCE by obtaining valid Compass Fare Media in accordance with subsection 9(c), Part B of the Tariff.

Eligible Person	Conditions	Exemption		
		Conventional Transit	West Coast Express	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations
Any person	None	Exempt from fare payment while travelling between Canada Line stations located on Sea Island	Not exempt from fare payment	N/A
Attendant	Only one Attendant is eligible for the exemption	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder
Child under 5 years of age	Child must be accompanied by a passenger possessing Proof of Payment	Exempt from fare payment, if accompanied by a passenger possessing Proof of Payment who is travelling with fewer than 5 Children under the age of 5		Exempt from Add-Fare
Persons having their regular location of work on Sea Island	Persons must (i) provide proof of eligibility acceptable to TransLink to a dealer as designated by TransLink, and (ii) purchase from such dealer and possess as valid Proof of Payment, a Compass Ticket having the applicable fare	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare
Residents of Burkeville, Richmond	Person who holds and uses as valid Proof of Payment a Sea Island Compass Card, issued to such person by TransLink upon such person providing to TransLink proof of residency acceptable to TransLink, having the applicable fare and with valid identification	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare



**Rates, Charges and Cancellation Fees**

<b>Conventional Bus, Community Shuttle and HandyDART Vehicle</b> (includes operator or driver)	\$62.50 per ½ hour or part Minimum charge of \$125.00 Bridge and road tolls, special licence fees and other out-of-pocket expenses extra
Cancellation Fee	\$125.00
WCE train	To be determined by WCE on a case-by-case basis

## ANNEX D: Development Cost Charge Update

### PURPOSE

The purpose of this report is to present information on the revised structure and rates for a new Development Cost Charge (DCC) for regional transportation infrastructure to generate approximately \$29 million annually starting in 2020 for the Investment Plan. These rates are subject to final review and approval by the Mayors' Council and TransLink Board of Directors at a later date.

The report also summarizes the consultation conducted on the Phase Two Plan incremental rates and proposed changes to the framework.

### BACKGROUND

In November 2016, the Mayors' Council and TransLink Board approved Phase One of the 10-Year Investment Plan, which included a DCC for regional transportation infrastructure starting in 2020, subject to the Provincial Government passing the necessary legislation. Consultation with stakeholders on the structure and rates for the DCC occurred in 2017 and the Mayors' Council and TransLink Board subsequently approved a framework for the structure and DCC rates in December 2017. Following a request by the Mayors' Council in 2017, legislation for a new regional transportation DCC was introduced by the Provincial Government and passed in the legislature in May. The legislation is enabling and is implemented by the TransLink Board adopting a bylaw.

In March, the Mayors' Council and the Province of British Columbia agreed on a plan to fund the regional share for Phase Two of the 10-Year Vision. The Mayors' Council proposed that the regional portion of the Phase Two Plan increment include an increase to property taxes, transit fares, the parking sales tax and an increase to the DCCs.

The framework that was approved in December 2017 indicated that the DCC was intended to generate \$21.5 million per year (2020\$) starting in 2020 for the Phase One Investment Plan. In March 2018, the Mayors' Council directed that an additional \$7.5 million per year be generated from the DCC (for a total of \$29 million per year in 2020\$) to contribute to paying for additional transit expansion investments in the Phase Two Plan.

The following were the key objectives for the design and setting of the rates for the DCC:

- Make it easy to understand, simple to administer
- Make it fair
- Have no negative impact on the pace or distribution of development, or on housing affordability
- Monitor/adjust over time

Consultation on the concept of a new DCC for funding regional transportation infrastructure occurred in 2016 and on the original framework and rates in 2017. TransLink consulted with development industry and government agency stakeholders in April 2018 on alternatives to generate the additional \$7.5 million per year from the DCC. Staff met with various development industry associations and held two workshops: one with government agencies<sup>2</sup> and another with developers<sup>3</sup>. Staff also reconvened the

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<sup>2</sup> Agency workshop included 20 staff from a variety of local government and other agencies.

<sup>3</sup> Developer workshop included 25 representatives from the development industry, including representatives from the Urban Development Institute, NAIOP and Greater Vancouver Home Builders' Association.

Regional Transportation DCC Local Government Working Group to advise on the incremental rate increase and outstanding issues. Staff also consulted with the public in early May on the proposed Phase Two Plan, including on the funding sources.

## **DISCUSSION**

In addition to the rate increase, the Mayors' Council had some outstanding questions that were considered by the Joint Finance Committee for direction. After considering feedback from stakeholders and analysis from the consultant, the following summarizes the direction provided by the Joint Finance Committee which has been used as the basis for revising the framework for the DCC.

### *1) Staggered Approach to Rates for Generating Incremental Revenue from DCC*

A staggered approach will be used for the incremental rate increase for the Phase Two Plan investments. The 2020 rates are left as previously specified in the approved December framework (except non-residential as noted below) and then increase to the full rates in 2021. Staggering lowers the initial rates and will help mitigate some of the impacts of the rate increase to developers who may have already bought land. This approach is supported by the development industry (see Attachment B).

### *2) No Exemption for Fewer than Four Residential Units*

The legislation allows TransLink to not have an exemption for fewer than four residential units. This discretionary power will be exercised recognizing that these new units pose an increased demand on the regional transportation system and is consistent with the Greater Vancouver Sewerage and Drainage District (GVS&DD) DCC which facilitates the administration of the DCC. DCCs will therefore be payable on fewer than four residential units, such as duplexes, triplexes and 3 unit row or townhouse projects.

Metro's definitions in the GVS&DD affordable housing waiver bylaw indicate that DCCs are not payable on a secondary suite or laneway house as part of a single-detached dwelling. The framework proposes similar exemptions to be consistent with the GVS&DD. TransLink would like to review this exemption in the future because all net new units create demands on the regional transportation system.

### *3) Confirmation of Affordable Rental Housing Waiver Assumption*

Under the legislation, DCCs can be reduced or waived for certain types of affordable rental housing. The waivers for the new DCC will be modeled on the waivers for the GVS&DD DCC to simplify administration and support Metro Vancouver's Affordable Housing Strategy. Metro Vancouver reviewed its Affordable Housing DCC waivers earlier this year and the GVS&DD Board adopted the waiver bylaw in May. The waiver is limited to not-for-profit affordable rental housing which will mean the regional transportation DCC is also not payable on eligible not-for-profit affordable rental housing units.

The assumption that 20% of apartment units being affordable rental housing units where the fee is waived was discussed by stakeholders. It was confirmed by the Joint Finance Committee to keep using the 20% assumption. Local and provincial government policies are increasingly encouraging affordable rental housing and recognize more of these units will be eligible for the affordable housing waiver. It also recognizes that the GVS&DD waiver (which will be used as the basis for the TransLink waiver) applies to all units in a project if 30% or more of the units are for households that meeting the Housing Income Limits. The waiver then applies to more than just not-for-profit affordable rental housing unit in these instances. Retaining this assumption also allows for a conservative financial approach.

### *4) Adjustment to Non-Residential Rates*

In the approved December 2017 framework, it was proposed that the industrial and office rates be set at \$0.50 per square foot and that the retail rate be set at \$1.00 per square foot. Some development industry stakeholders indicated that there is limited ability for industrial uses to bear the cost of a new DCC. The Joint Finance Committee asked for a review of the non-residential rates.

Consultant pro forma analysis suggests industrial cannot absorb a material new charge and that rates in the order of \$0.50 per square foot are marginal. Based on the analysis, staff recommended a revenue neutral approach for the non-residential sector. It was confirmed by the Joint Committee to lower the industrial rate to \$0.30/sq. ft. and to increase the rate for office to \$1.00/sq. ft. and increase the retail rate to \$1.25/sq. ft. Industrial generates less revenue and supports lower land value than all other uses and must compete with other uses for sites. Industrial also has little room to absorb additional costs. Industrial buildings also have lower costs per square foot than other uses – therefore, the cost of the DCC is a higher portion of the development costs for industrial lands. This lower industrial rate results in a similar ratio of the DCC to hard costs on industrial vs. office and retail space. This approach is supported by the development industry (see Attachment C).

#### *Monitoring and Adjusting*

A key concern from the development industry is if the revenues generated from the new DCC are significantly and persistently higher than forecast. If this is the case, this could be the basis for not having future inflationary adjustments in some years or revisiting the rates to generate revenues that are closer to the \$29 million per year target (in 2020\$). While there will always be market fluctuations over the business cycle, it is possible that the revenue forecasts could be persistently higher or lower than forecast. As with all of TransLink's funding sources, TransLink will monitor and review the revenues collected versus the forecasts in the Investment Plans and consider adjustments. In the case of the DCC, there are a number of adjustments that could be made or responses under different scenarios. It is recommended that after the third year of revenue collection, that a review of the revenues and discussion of potential responses be conducted on a regular basis in consultation with the development industry associations and collection entities. The potential responses should be viewed in the context of market conditions, the magnitude of the variance between the estimated and actual revenue collections and variances in actual infrastructure expenditures. Future reviews of the DCC and rates (above inflation) will also be timed to occur at least every three years in conjunction with future investment plans, and in consultation with partners and stakeholders.

#### *DCC Program of Eligible Projects*

Appendix D of TransLink's Phase Two Investment Plan sets out a list of eligible projects to be funded in part by the DCC. The one significant difference from what was contemplated in the original framework for the DCC is that the DCC is not allowed to be used for motor vehicles (i.e. buses but can be used for rail vehicles). Capacity-related expansions to bus depots and bus exchanges are an allowable use of DCC funds and since all communities benefit from bus, this justifies retaining a uniform rate structure. Most other types of regional transportation infrastructure are allowed to be funded by the DCC but it is proposed that for the Phase Two Plan that the eligible projects only include transit expansion projects.

#### **REVISED FRAMEWORK AND RATES**

Based on the direction from the Joint Committee and in light of the legislation that was passed, a revised DCC framework and rates was prepared and is included as Attachment A. Management will be seeking approval of the revised DCC framework at an upcoming Board and Mayors' Council meeting. When fully implemented in 2021, the rates range from \$1,545 to \$2,975 per dwelling unit for residential development, depending on type of dwelling unit and between \$0.30 to \$1.25 per square foot of gross

floor area for non-residential development depending on the type of use. The DCC is proposed to be collected starting on January 15, 2020. To provide clarity on in-stream development applications, an effective date of January 15, 2019, is set with the rates set at \$0 (nil) until January 14, 2020. The DCC is proposed to have an annual inflationary adjustment starting in 2022.

## **IMPACTS**

### *Impact on Growth and Housing Affordability*

Legislation requires that a number of factors be taken into consideration in setting the DCC rates, including whether the charges will deter development or discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land. These are discussed in the consultant report, which is currently being finalized and will be made available in July.

The DCC was intended to not adversely impact the distribution of development within the region. The DCC is not anticipated to impact growth distribution since 1) the rates are set to be market-supportable and not impact the pace of development and 2) the rates are uniform across the region.

A key principle identified by the TransLink Board and Mayors' Council in establishing this new regional DCC is to ensure that it does not affect projected development rates and patterns or have any negative impact on housing affordability. As housing prices are set by overall supply and demand in the marketplace, developers cannot unilaterally increase prices on individual projects. Rather, the usual response to an increase in developer cost is to reduce what developers are willing to pay for land. As long as a new cost is small enough, it won't have enough impact to result in reduced availability of development sites and therefore would not affect the sale price of new housing units. The consultant updated their analysis and have confirmed there is sufficient financial "room" for the DCC taking into account the new provincial school tax, speculation tax and the increase to the foreign buyers' tax as well as all existing and proposed local and regional DCCs in the region.

### *Financial Impact*

The total cost for funding these transit capacity expansion capital projects in Phase One and Phase Two is estimated at \$6.3 billion. From 2018 to 2027, TransLink anticipates receiving \$252 million in revenue from the DCC. Revenue from the DCC would contribute approximately 4% of the funding for these eligible projects. The revenue from the DCC will be deposited into a reserve fund as required by legislation, from which expenditures related to the eligible projects will be paid. Specific expenditures will be confirmed through TransLink's annual capital planning process. The DCC is intended to continue in perpetuity as growth will result in increased demand for new or expanded regional transportation infrastructure. An updated revenue forecast for the DCC is included in the Phase Two Plan, but recognizes that actual revenues will fluctuate with development activity from year to year.

### *Impact on Collecting Entities*

The DCC has been designed to minimize additional workload for municipalities and other collecting entities who are required by legislation to collect and remit the DCC on TransLink's behalf. The DCC has been made as consistent as possible with the GVS&DD DCC to simplify and streamline collections. There are several municipalities that do not collect either their own DCC or the GVS&DD DCC. Staff will work with our partners to support them in setting up the necessary systems prior to collections starting.

## **PROCESS FOR BYLAWS**

TransLink is required to include all bylaws relating to revenue measures when preparing an investment plan. In a separate staff report, two draft DCC bylaws have been submitted for information purposes.

- *South Coast British Columbia Transportation Authority 2018 Development Cost Charges Bylaw*
- *South Coast British Columbia Transportation Authority 2018 Development Cost Charges Affordable Housing Waiver Bylaw*

Following approval of the revised framework, Finance staff will initiate consultation on the draft bylaws. Following review, the rate bylaw (with supporting materials for the DCC rates and DCC Program) will be submitted to the Inspector of Municipalities for approval. It is anticipated that the bylaws will be adopted by the Board by January 15, 2019 with DCC collections commencing on January 15, 2020.

#### **COMMUNICATIONS IMPLICATIONS**

Advance notice of the final rates will be given so that developers can adjust to the new rates. Communications materials will be prepared to assist collection entities with incorporating the new DCC into their collection processes. Staff will work to develop a web page for all DCC materials, to make this accessible for collection entities and the development industry.

#### **ATTACHMENTS**

- A) Revised Framework for DCC for Regional Transportation Infrastructure in Metro Vancouver: Proposed Structure and Rates date June 21, 2018 (not yet approved)
- B) Letter from Urban Development Institute Pacific Regional re TransLink Development Cost Charge (DCC) for the Phase One & Two Capital Plans dated May 16, 2018
- C) Letter from NAIOP (Commercial Real Estate Development Association) re TransLink DCC Proposal dated May 3, 2018

## **Attachment A: Revised Framework for DCC for Regional Transportation Infrastructure in Metro Vancouver: Proposed Structure and Rates | June 21, 2018 (REVISED; NOT APPROVED)**

### **Introduction**

As part of the funding strategy for future investments in the regional transportation system, TransLink is introducing a new regional Development Cost Charge (DCC). This new DCC will be levied on new development in the region, similar to how municipalities use DCCs to pay for certain types of local infrastructure and how the Greater Vancouver Sewerage and Drainage District (GVS&DD) uses a DCC to pay for regional sewer infrastructure. Provincial legislation has been amended to allow funds to be collected for regional transportation investments and to give TransLink the ability to raise funds in this way. This document summarizes the proposed structure of the new DCC and the proposed initial DCC rates for different types of development.

### **Status**

The Provincial legislation to enable the new DCC was passed in May 2018. TransLink is now drafting two bylaws (a DCC Rate bylaw and an Affordable Housing DCC Waiver bylaw) based on the legislation and has developed this framework to assist in implementing the new DCC. Following further stakeholder consultation, TransLink intends to finalize the bylaws in the fall of 2018. As required by legislation, TransLink will seek approval of the DCC Rate bylaw by the Inspector of Municipalities. If approved, TransLink will then adopt the bylaws and DCC collections will commence in January 2020.

### **Legislation**

The new DCC is enabled via amendments to the *South Coast British Columbia Transportation Authority Act* ("Bill 33"). The legislation is very similar to the provisions of the *Local Government Act* that allow municipalities to collect DCCs and to the legislation that allows GVS&DD to collect the regional sewer DCC. As with other DCCs, TransLink must pass a bylaw to implement the DCC.

### **Agency Responsible for the DCC**

The TransLink Board, in consultation with the Mayors' Council and stakeholders, will be responsible for establishing DCC rates. TransLink will receive the revenue and allocate the funds to "eligible projects" (as defined in Bill 33). Collection entities (municipalities, the Metro Vancouver Regional District, and UBC) within the transportation service region will collect the DCCs as part of their development approval processes and remit the funds semi-annually to TransLink similar to the GVS&DD DCC process. Collection entities may, through an agreement with TransLink, not collect the DCC and instead remit an equivalent amount to TransLink, similar to the GVS&DD DCC structure.

### **Use of Funds**

The DCC revenue is proposed to be applied to new transit capital investments identified in TransLink's Investment Plans. The legislation allows TransLink to apply the DCC revenues to eligible projects required for the regional transportation system. This could include, for example, new rapid transit lines, projects for capacity increases to existing rapid transit lines, new rail expansion vehicles, and new or expanded transit exchanges and bus depots. New or expanded regional bridges are also an eligible use of funds, as these are required for the regional transportation system, although TransLink initially

intends to direct the funds to transit projects. The legislation does not allow the funds to be used for acquiring motor vehicles (which would include buses), bicycles, or parking facilities. Funds can be used for capital costs (as defined in Bill 33), including interest costs, but will not be applied to pay capital costs incurred before 2018, as required by legislation. Funds cannot be applied to transit operating expenses. The funds will initially be used for transit expansion capital projects identified in the 2017-2026 Phase One Investment Plan and in the 2018-2027 Phase Two Investment Plan. A list of transit expansion eligible projects expected to be funded by the DCC will be specified in the Investment Plans.

### **DCC's Contribution to Regional Share of Expansion Capital**

The DCC is intended to be a supporting funding source by which new growth contributes to the regional share of capital expansion investments in TransLink 10-Year Investment Plans. The proposed DCC rates are intended to generate approximately \$29 million annually, starting in 2020, growing with an annual inflation index. Other funding sources such as property tax and fuel sales tax would also contribute to paying for new growth-related capital investments, recognizing that the existing population also benefits from new transportation infrastructure.

### **Area of Collection**

The DCC will be collected throughout the entire transportation service region (Metro Vancouver), except for any lands located outside the jurisdiction of the new legislation.

### **Types of Development for which the DCC Will Be Collected**

The DCC will apply to new residential, commercial, industrial and institutional development. It is proposed that there would be exemptions for agricultural uses and waivers for certain types of affordable rental housing units, as well as statutory exemptions such as for places of worship. The legislation also gives TransLink the option of exempting residential projects with fewer than four new self-contained residential units. TransLink is proposing to apply the DCC to projects with fewer than four new self-contained units, consistent with the GVS&DD DCC (i.e. no exemption for duplexes, triplexes, and small townhouse projects). Also consistent with the GVS&DD, TransLink is proposing not to apply the DCC to laneway houses and secondary suites, although this exemption will be reviewed in the future. TransLink intends to generally align housing definitions and waivers with the GVS&DD DCC to the extent appropriate for the TransLink DCC, for ease of implementation by collection entities which collect the TransLink and GVS&DD DCCs on behalf of the regional agencies.

### **Basis of the Charge**

For residential uses, TransLink intends to charge per unit (consistent with GVS&DD and many local governments in the transportation service region), although TransLink has the option of switching to a charge based on floor area in the future. For all non-residential uses, the DCC will be charged based on gross floor area.



## Rate Structure

As with other legislation regarding DCCs, the new TransLink legislation gives the option of charging uniform rates across the entire transportation service region for each type of development or varying the rates by subarea. In the initial DCC Rate bylaw, TransLink intends to adopt uniform charges across the whole region for each type of residential unit and for each type of non-residential space.

## Effective Date

The target for commencing DCC collections is January 15, 2020. The effective date of the DCC bylaws is proposed to be January 15, 2019, with the rates set to \$0 (nil) in 2019 so that the DCC is not collected on building permits or subdivision approvals until January 15, 2020.

## Inflation Adjustment

TransLink intends to adjust the DCC rates annually for inflation with prior notice of the amount of the annual adjustments.

## Periodic Review and Rate Changes

TransLink intends to review the DCC rates at least every 3 years as part of its requirement to prepare a 10-Year Investment Plan at least every 3 years.

## Transparency and Accountability

The legislation requires that:

- Any changes in DCC rates from a previously approved bylaw be set out by bylaw and through an Investment Plan, so there is a requirement for public and stakeholder discussion prior to the change.
- TransLink must report annually on the amount of DCC revenue collected, expenditures of DCC moneys, balance held in the DCC reserve account, and waivers or exemptions that have been granted.
- TransLink consider certain factors when setting DCC rates, notably whether the charges are excessive in relation to the capital cost of prevailing standards of service in the transportation service region, and whether the charges would discourage the construction of reasonably priced housing.
- TransLink provide information about the considerations, information, and calculations used to determine the DCC rates to collection entities and make this available to the public.
- TransLink's Investment Plans set out for each year in the Investment Plan the amount of DCC revenue anticipated to be collected, the eligible projects to be funded, and the expected expenditures on such projects.
- The Inspector of Municipalities must approve the DCC Rate bylaw before adoption by the TransLink Board.

In addition, TransLink's existing legislation requires public and stakeholder consultation every time it adopts a new Investment Plan, so there will be transparency regarding proposed capital investment projects and the intended application of DCC revenues to these projects.

**Proposed DCC Rates:**

<b>Type of Development</b>	<b>Rates effective January 15, 2019</b>	<b>Rates effective January 15, 2020</b>	<b>Rates effective January 1, 2021**</b>
Single Family Dwelling	\$0 per Dwelling Unit	\$2,100 per Dwelling Unit	\$2,975 per Dwelling Unit
Duplex	\$0 per Dwelling Unit	\$1,900 per Dwelling Unit	\$2,470 per Dwelling Unit
Townhouse Dwelling Unit	\$0 per Dwelling Unit	\$1,900 per Dwelling Unit	\$2,470 per Dwelling Unit
Apartment Dwelling Unit	\$0 per Dwelling Unit	\$1,200 per Dwelling Unit	\$1,545 per Dwelling Unit
Retail/Service	\$0 per sq. ft. of Floor Area*	\$1.25 per sq. ft. of Floor Area*	\$1.25 per sq. ft. of Floor Area*
Institutional	\$0 per sq. ft. of Floor Area*	\$0.50 per sq. ft. of Floor Area*	\$0.50 per sq. ft. of Floor Area*
Office	\$0 per sq. ft. of Floor Area*	\$1.00 per sq. ft. of Floor Area*	\$1.00 per sq. ft. of Floor Area*
Industrial	\$0 per sq. ft. of Floor Area*	\$0.30 per sq. ft. of Floor Area*	\$0.30 per sq. ft. of Floor Area*

\*Calculated as the rate multiplied by the number of square feet of Gross Floor Area

\*\*Rates subject to annual inflationary increases as per anticipated regulation starting January 1, 2022

**URBAN DEVELOPMENT INSTITUTE – PACIFIC REGION**

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May 16, 2018

Andrew McCurran  
Director, Strategic Planning & Policy  
TransLink  
400-287 Nelson's Court  
New Westminster, BC V3L 0E7

Michael Buda  
Executive Director  
Mayors' Council Secretariat  
TransLink  
400 - 287 Nelson's Court  
New Westminster, BC V3L 0E7

Dear Mr. McCurran and Mr. Buda:

***Re: TransLink Development Cost Charge (DCC) for the Phase One & Two Capital Plans***

As you know, the Urban Development Institute (UDI) has been supportive of utilizing a modest DCC to partially fund TransLink's capital program. We supported the proposed DCCs for the Phase One Plan, and we are not opposed to the DCC being used to fund Phase Two – given the two new rapid transit lines in Surrey and Vancouver that can now proceed.

However, UDI has some serious concerns over the process, and the surprisingly significant increase in the DCC. When the \$21.5 million target was formalized in late 2017, the industry was told that the DCC rates based on this figure were not expected to increase above inflation for several years. Nevertheless, only three months later, we were informed increased DCCs would be required to fund Phase Two, and the funding target had increased to \$29 million.

While we can appreciate the need to use the Phase One & Two DCCs to close the Plan's funding gap, we are very concerned about the future reliance TransLink may have on the DCC for future capital expansions. UDI strongly advises that the Mayors' Council and TransLink be careful when assessing future increases to the DCC. Our industry is already facing an array of new provincial taxes on development lands, increasing Greater Vancouver Sewerage and Drainage District DCCs, and rising municipal charges. We are concerned that these costs coupled with a substantial increase in the TransLink DCC would result in development slowing down in some parts of the region – especially those outer areas that are not well served by transit. This in turn would further undermine housing affordability in Metro Vancouver.

Consistent with our meeting on November 21<sup>st</sup> 2017, it is important that TransLink's estimate of the DCC's revenue is as accurate as possible. TransLink does not want the DCCs set so low that its revenue targets are not met; however, at the same time, they cannot be set so high that the revenues are substantially higher than the \$29 million annual target.

With regard to the analysis used to update the proposed DCCs, we have three recommendations:

1. Base the DCC rates on the updated 10-year average that includes the 2017 housing start numbers. The 2017 statistics were not available late last year when the Phase One DCC was being established.
2. Revise the estimate of the number of units exempted by the affordability waiver now that Metro Vancouver is finalizing its approach to DCC waivers (which TransLink by policy is adopting). We suspect that the number of units that will receive a DCC waiver is lower than the current 20% estimate that TransLink has factored in for its program.
3. Track revenues and make adjustments accordingly. Certainly, if revenues for the DCC have been underestimated, an annual inflationary adjustment need not be employed. In addition, after three years the DCC charges should be updated if TransLink's annual revenues substantially deviate (positively or negatively) from the \$29 million/year target.

Even with the changes proposed above, the DCC increases would still be substantial if both the Phase One and Phase Two DCCs were implemented at the same time. Many of our members have already purchased land and/or made financial commitments on projects. It will be difficult for them to accommodate another increase in the TransLink DCC. We therefore recommend that TransLink continue to implement the Phase One DCCs as scheduled in 2020, but delay applying the Phase Two DCCs by one year. This will help mitigate the impact of the DCCs increases.

Finally, we would like to restate that with the development industry now directly paying a portion of TransLink's capital projects, there will be an expectation from our industry that UDI and its members have the opportunity to provide more input regarding TransLink's future capital programs and how to fully leverage our region's transit infrastructure with new development.

Thank you for meeting with UDI and its member regarding the changes to the DCC program. If you have any questions regarding our recommendations, please contact us. We would be pleased to meet with you again to discuss them.

Yours sincerely,



Anne McMullin  
President and CEO

May 3, 2018

Lyle Walker, MCIP, RPP  
 Project Manager, Structured Decision Making, Policy Development  
 TransLink, South Coast British Columbia  
 #400-287 Nelson's Court  
 New Westminster, BC, V3L 0E7 Canada

**RE: TransLink DCC Proposal**

Dear Lyle,

As per our meeting on April 16<sup>th</sup>, 2018, we have prepared a table that distributes the 3.6M of required funding based on value for non-residential forms of development. These costs will impact the viability of industrial and suburban office; however, the table below represents a fair distribution among asset classes.

Proposed Rates:

	Annual Area (sf)	Rates	Revenue
Industrial	3,500,000	0.25	875,000
Office	1,000,000	1.00	1,000,000
Retail	1,400,000	1.25	1,750,000
<b>Total</b>	<b>5,900,000</b>		<b>3,625,000</b>

Our membership trusts that the proposed rates will be further revised if the DCC is determined to be impacting the pace of development. We expect the impact will be evident as early as the first 3-year review.

NAIOP would like to reinforce the concern that: without defined controls included in any proposed legislation, such as a cap on future increases or predetermined capital costs, that the DCC will become a general tax on development. In the absence of a well-defined capital plan, the market cannot price in a relative benefit of the TransLink investments to specific regions. Concern being affordability across the board will be impacted by potential ambiguity on future increases.

We look forward to being able to review and comment on the proposed legislation well in-advance of its submission and appreciate the continued consultation process being undertaken.

Sincerely,



Carolina Miranda  
 Administrator  
 NAIOP Vancouver

# **ANNEX E: Letters from Metro Vancouver**

JUN 14 2018

Lorraine Cunningham, Board Chair  
TransLink Board of Directors  
400 - 287 Nelson's Court  
New Westminster, BC V3L 0E7  
VIA EMAIL: [board@translink.ca](mailto:board@translink.ca)

~~Dear Chair Cunningham and Board of Directors:~~

**Re: TransLink Phase Two Investment Plan**

I am pleased to inform you that at its May 25, 2018 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution:

*That the MVRD Board:*

- a) *Receive for information the report, dated April 26, 2018, titled "TransLink Phase Two Investment Plan", which outlines how the Phase Two Investment Plan is aligned with the transit service improvement priorities set out in Metro Vancouver 2040: Shaping Our Future to reinforce Urban Centres and Frequent Transit Development Areas, and regional environmental objectives.*
- b) *Send a letter to the Federal Minister of Infrastructure, Provincial Minister of Transportation and Infrastructure, the Parliamentary Secretary for TransLink, TransLink Board, and Mayors' Council on Regional Transportation communicating the alignment that the Phase Two Investment Plan achieves with Metro Vancouver 2040: Shaping Our Future.*

The continued development of the regional transportation system in the Metro Vancouver region is important for maintaining and enhancing quality of life, improving affordability, reducing emissions, and contributing to the economic well-being of the region, province, and country. The proposed investments in the Phase Two Investment Plan are aligned with the transit service improvement priorities set out in *Metro 2040*, the regional growth strategy, to reinforce the Urban Centres and Frequent Transit Development Area framework, and regional environmental objectives (in part through transit ridership growth and mode shifting).

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As the region moves forward with implementing the Phase Two Investment Plan, Metro Vancouver will look for opportunities to work closely with all levels of government to plan the next phase of regional transportation improvements.

Yours truly,



Greg Moore  
Chair, Metro Vancouver Board

GM/NC/rk

cc: Mike Buda, Executive Director, TransLink Mayors' Council, TransLink

25475922



JUN 14 2018

File: CR-12-01  
Ref: RD 2018 May 25

Derek Corrigan, Chair  
Mayors' Council on Regional Transportation  
400 – 287 Nelson's Court  
New Westminster, BC V3L 0E7  
VIA EMAIL: [mayor@burnaby.ca](mailto:mayor@burnaby.ca)

Dear Chair Corrigan:

*DEREK*

**Re: TransLink Phase Two Investment Plan – Proposed Increase to Borrowing Limit**

I am pleased to inform you that at its May 25, 2018 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution:

*That the MVRD Board:*

- a) receive for information the report dated May 1, 2018, titled "TransLink Phase Two Investment Plan – Proposed Increase to Borrowing Limit"; and*
- b) send a letter to the Mayors' Council Regional Transportation communicating its support for the proposed increase to TransLink's borrowing limit associated with the implementation of the Phase Two Investment Plan.*

The continued development of the regional transportation system in the Metro Vancouver region is important for maintaining and enhancing quality of life, improving affordability, reducing emissions, and contributing to the economic well-being of the region, province, and country. This is why the Metro Vancouver Board supports the proposed increase to TransLink's borrowing limit to support the financing of the Phase Two Investment Plan.

As the region moves forward with implementing the Phase Two Investment Plan, Metro Vancouver will look for opportunities to work closely with TransLink and the Mayors' Council to plan the next phase of regional transportation improvements in alignment with *Metro 2040* (the regional growth strategy), the *Integrated Air Quality and Greenhouse Gas Management Plan*, and the *Regional Affordable Housing Strategy*.

Yours truly,



Greg Moore  
Chair, Metro Vancouver Board

GM/NC/rk

cc: Lorraine Cunningham, Chair, TransLink Board of Directors  
Mike Buda, Executive Director, Mayors' Council on Regional Transportation

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## ANNEX F: Project Partnership Agreements

### BACKGROUND

#### *Project Partnership Agreement Direction from 10-Year Vision*

The Mayors' Council, through the 10-Year Vision, has called for Project Partnership Agreements (PPAs) to be developed early in the lifecycle of a major project to help realize the full benefits and performance of the project through better and earlier coordination. These agreements are required whenever the region is making a major investment involving significant cost and risk, and the success of which depends on high degrees of coordination, collaboration and mutually supportive actions by multiple partners.

#### *PPA Framework*

Through 2015, TransLink staff collaborated with local government staff to further develop the concept outlined in the 10-Year Vision via discussions with regional councils (RTAC, RPAC, REAC and RAAC) as well as through two dedicated workshops with local government partners in June and October 2015. The resulting Project Partnership Agreement Framework (Attachment 1) represents consensus achieved through this work in fall 2015.

#### *PPAs in the Phase One Plan*

The 2017-2026 (Phase One) Investment Plan committed to bringing forth PPAs for the Millennium Line Broadway Extension (MLBE) and Surrey-Newton-Guildford (SNG) rapid transit projects with funding approval in future investment plans.

#### *PPAs in the Phase Two Plan*

During the development of the 2018-2027 (Phase Two) Investment Plan, TransLink, in collaboration with municipal staff, defined three phases of the Project Partnership Agreements for MBLE and SNG rapid transit projects:

- Memorandum of Understanding (completed)
- Supportive Policies and Contribution Agreements (for approval with Phase Two Plan)
- Master Agreement (will be completed prior to project procurement)

Memoranda of Understanding constitute the first phase of the PPAs and outline a shared understanding of project objectives and general roles and responsibilities. TransLink and the City of Surrey and City of Vancouver signed these memoranda on October 12<sup>th</sup>, 2017 and September 20<sup>th</sup>, 2017, respectively.

The second phase of the PPAs consists of the Supportive Policies and Contribution Agreements, which identify commitments by each project partner to transit-supportive policies and actions, as well as financial contributions towards the projects. The Supportive Policies Agreements (SPAs) identify commitments by each project partner to actions that are outside the direct scope of the project and that maximize achievement of the project's objectives and success. The Contribution Agreements (CAs) details financial or in-kind contributions made by municipalities to off-set project costs.

The below milestones show the development of Project Partnership Agreements, and their two components (SPAs and CAs) in the Phase 2 Investment Plan:

- April 25, 2017: Management sought direction from the Joint Committee to present the PPA Framework for endorsement by the Mayors' Council and TransLink Board of Directors in May.
- October 19, 2017: Update on process and development of PPAs for rapid transit projects, including an overview of municipal contributions, were received by Mayors' Council. This update included a mandate letter to Mayors Linda Hepner and Gregor Robertson.
- November 10<sup>th</sup>, 2017: A PPA progress update on SPA content, timelines, monitoring program, and provincial interest was received by the Joint Committee. MLBE land use commitments and contributions were received by the Joint Committee.
- December 7, 2017: Update on PPAs, including the draft SPAs and proposed financial commitments were received by Mayors' Council. Included the signed Memoranda of Understanding with the Cities of Vancouver and Surrey, valuation methodology, and land use coordination.
- January 25, 2018:
  - Key content updates to SPAs (growth targets and monitoring), next steps and issues to be resolved were received by Mayors' Council
  - Additional information on MLBE and SNG due diligence, and City of Vancouver in-kind property contribution was received by Mayors' Council.
- February 8, 2018:
  - PPA progress report was received by Joint Finance Committee
  - Timeline of decisions on both rapid transit projects, and summary of City of Vancouver property contributions was received by Joint Finance Committee
  - Key content updates to SPAs and next steps and issues to be resolved were received by Joint Finance Committee
- March 2, 2018:
  - Schedule for SPA review and approval was received by Joint Finance Committee
  - Independent appraisal of City of Vancouver real estate contributions was received by Joint Finance Committee
- March 19, 2018: Update on PPAs, including draft SPAs for the Cities of Vancouver and Surrey, were presented to the Joint Finance Committee prior to finalization and transitioning to formal legal documents.
- March 23, 2018: Mayors' Council received independent review of City of Vancouver financial contributions. During this meeting, the Mayors' Council:
  - a) Approved TransLink's assessment that a tunneled alignment for the Millennium Line Broadway Extension is technically and functionally required per the criteria set out in the 10-Year Vision;
  - b) Approved the valuation of the City of Vancouver's contributions of property and access rights, and that this contribution reduces the regional share of the Phase Two Plan by this amount

## DISCUSSION

### *Supportive Policies Agreements*

The Supportive Policies Agreements (SPAs) for both the Millennium Line Broadway Extension and Surrey-Newton-Guildford rapid transit projects include a wide range of commitments by the Cities and TransLink related to corridor land use plans, urban design, affordable housing, transit priority, parking, transportation demand management, and other project-supportive actions. Both SPAs also set out a monitoring program which includes annual meetings of a joint multi-stakeholder committee and a defined committee process to review and report out to elected officials on the performance of land use and transportation outcomes for the corridor.

Notable items in the Surrey-Newton-Guildford SPA include the City of Surrey's commitment to:

- Adopt and update (by defined dates) corridor land use plans which will incorporate land uses and densities supportive of rapid transit and meet the objectives of the Regional Growth Strategy, including the dwelling unit and employment growth targets for Surrey Metro Centre.
- Adopt affordable housing policies for the corridor that work towards meeting the future housing demand as set out in the Regional Growth Strategy and in the Regional Affordable Housing Strategy, and which support the realization of defined corridor affordable rental housing targets.
- Convene a multi-agency working group with various levels of government and other institutional partners to determine the feasibility of land assembly and/or development of existing large sites in the corridor, as well as government-owned/Crown corporation land assets, for affordable housing.
- Collaborate with TransLink to implement transit priority measures and traffic signal timing plans to meet transit priority levels defined in the SPA.

Notable items in the Millennium Line Broadway Extension SPA include the City of Vancouver's commitment to:

- Adopt (by defined dates) corridor land use plans and an employment lands study which incorporate land uses and densities supportive of rapid transit and meet the objectives of the Regional Growth Strategy.
- Develop and adopt an affordable housing strategy for the MLBE Corridor, which outline affordable housing targets by location, housing type, target income and tenure.
- Complete, in collaboration with TransLink and senior levels of government, an analysis of land holdings held by all levels of government and Crown corporations with the aim of finding opportunities for housing, jobs, parks, and community facilities, and the estimated compensation required to each level of government for use of such opportunities.
- Prepare a public realm and streetscape plan for the MLBE corridor, identifying public spaces and parks, as well as opportunities for improved place-making and expanded public realm.

### *Contribution Agreements*

Contribution Agreements are intended to confirm minimum financial contributions to be made by the Cities to ensure the success of the projects, and for TransLink to have financial certainty for the purposes of developing the Phase 2 Plan.

Notable items in the Surrey-Newton-Guildford Financial Contribution Agreement include the City of Surrey's commitment to:

- Acquire lands as road dedications for the Newton Realignment (137<sup>th</sup> Street between 71<sup>st</sup> Avenue and 72<sup>nd</sup> Avenue)
- Acquire land as road dedications for the Road Construction Project (Central Avenue between City Parkway and King George Boulevard)
- Provide necessary signatures and assistance for TransLink to acquire lands as road dedications or discharges of statutory rights of way for the Road Widening Project (King George Boulevard and 104 Avenue)
- The City and TransLink agree that the total value of the City's contribution is estimated at \$24,524,160, attributed to the city's acquisitions, construction costs, and other city costs.
- Should the final value of the City's contributions be less than \$12,000,000, the City will work with TransLink to provide additional rights such that there is financial certainty for inclusion in the Phase Two Plan.

The Millennium Line Broadway Extension Financial Contribution Agreement will include the City of Vancouver's commitment to provide real property contributions and permitted retail uses such as commercial retail units (CRU), fibre optic rights, and other customer-related commercial activities. Details of this agreement are being finalized in time for on-table presentation at the June 20<sup>th</sup> Joint Finance Committee.

**ATTACHMENTS:**

- Attachment 1: Project Partnership Agreement Framework
- Attachment 2: City of Surrey Supportive Policies Agreement
- Attachment 3: City of Vancouver Supportive Policies Agreement
- Attachment 4: City of Surrey Financial Contribution Agreement
- Attachment 5: City of Vancouver Financial Contribution Agreement

# Framework for Project Partnership Agreements

## Purpose

This Framework is intended to guide the development of Project Partnership Agreements (“Agreements”) between local governments, TransLink and any other parties involved in planning, delivering, operating or supporting a major regional transportation investment in Metro Vancouver.

## Context

The Mayors’ Transportation and Transit Plan (2014) calls for Agreements whenever the region is making a major investment involving significant cost and risk and whose success depends on higher degrees of coordination, collaboration and mutually supportive actions by multiple partners<sup>1</sup>.

The Mayors’ Plan calls for these Agreements to be “brought forward for approval by the Mayors’ Council before or with project approval and funding by the Mayors’ Council in a 10-Year Investment Plan.” The intent is to provide the region’s mayors with greater “surety that the full benefits will be realized” for every dollar of regional transportation investment that they approve.

## Applicability

The Mayors’ Council requires agreements for major regional transportation capital investments including rapid transit and bridges. As shown in Appendix A, Agreements are also appropriate for any other major transportation project where partners agree that a more collaborative and coordinated approach will enhance local and regional outcomes.

## Objectives

The key objectives of Agreements are to:

1. **Optimize performance** of major regional transportation investments in achieving both local and regional objectives;
2. **Effectively integrate** regional transportation service and infrastructure with their surrounding communities;
3. **Increase certainty** around the scope, timing, and funding of the project and the planning, policies and other investments needed to support it; and
4. **Clarify** respective responsibilities and obligations.

## Collaborative and Integrated Planning

Agreements are more effective when project partners come together early in the life of a project to collaborate on integrated planning for both the project and the area around it. This planning work can document project design and infrastructure needs and supporting land use and transportation policies and investments and form the basis for developing mutual commitments in the Agreements.

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<sup>1</sup> Use of the term “partner” or “project partner” in this Framework is not intended to refer to or create a legal “partner” or “partnership” arrangement and refers instead to the collaborative relationship of the parties.

## **Phases of Agreements**

The level of effort and process for developing each Agreement is flexible and should be tailored to the unique needs and issues of each project. In general, Agreements can be developed in phases that correspond with the stages of project planning and development.

1. **Concept Phase Agreement** (in form of Memorandum of Understanding; could be multi-party for projects that span multiple jurisdictions and interests)
  - Agreed at outset of integrated planning work / project alternatives analysis
  - Confirms general principles, objectives, scope and high-level policy direction
2. **Design Phase Agreement** (may include components that are legally binding)
  - Agreed at conclusion of integrated planning work / preferred project design
  - Confirms preferred project design, partner roles, delivery model, funding arrangements and steps to work towards supportive land use and transportation policies, actions and investments.
  - Outlines reasonable risk allocation between the parties for the project
3. **Implementation Phase Agreement** (will include components that are legally binding)
  - Agreed along with approval to issue tender to construct
  - Confirming construction, operations, maintenance and final funding and risk allocation arrangements

## **Guiding Principles for Developing Agreements**

1. Respect jurisdictional mandates;
2. Ensure sound financial and risk management;
3. Work towards win-win solutions that best meet the objectives of all partners;
4. Consider the distribution of regional and local project benefits and costs when determining contributions from all partners.
5. Agree on change management and dispute resolution processes; and
6. Agree to public communications and disclosure protocols.

## **Approving Agreements**

Each phase of Agreement is to be approved by the TransLink Board and the Council, Board or equivalent of each of the respective partners. The Mayors' Council will approve Concept and/or Design Phase Agreements prior to or along with project approval in the 10-year Investment Plan.

*This Framework is to be updated at least every five years along with the Regional Transportation Strategy update.*

## Appendix A: Project Partnership Agreements – Implementation Guidelines

### Applicability

Because of their high cost and high risk, the Mayors’ Council requires agreements for rapid transit and bridge projects. As shown in the table below, agreements are also appropriate for any other major transportation project where partners agree that a more collaborative and coordinated approach will enhance local and regional outcomes.

✓ required      ✓ potential (if agreed to by partners)      X not needed

Type of Project	Concept Phase Agreement (at outset of integrated planning)	Design Phase Agreement (at conclusion of integrated planning)	Implementation Phase Agreement (through development of Tender Package)
New Rapid Transit Lines	✓	✓	✓
Regional Bridges	✓	✓	✓
B-Lines	✓	✓	✓
Rapid Transit Stations (new or major upgrades)	✓	✓	✓
Transit Exchanges (new or major upgrades)		✓	✓
Other Major Road Works		✓	✓
Major Regional Bikeways		✓	✓
Other Transit Service (new or upgrades)	<b>X</b> (unless requested by municipality for special circumstance)		
Minor Road Works	<b>X</b>		
Local Bikeways	<b>X</b>		



## Process and Timing

The Mayors’ Transportation and Transit Plan calls for Agreements to be brought forward for approval by the Mayors’ Council “before or with project approval and funding by the Mayors’ Council in a 10-Year Investment Plan.”

Figure 1 shows an idealized process for the development of Agreements. In practice, the level of effort, process and timing for developing each Agreement is flexible and should be tailored to the unique needs and issues of each project.

At the stage when a major regional transportation project is proposed for inclusion in a Draft 10-year Investment Plan, a draft Concept Agreement or, if possible, a draft Design Agreement should also be brought forward. This timing allows other members of the Mayors’ Council and their staff a chance to review and discuss it prior to voting on Plan approval.

By the time the Final Draft 10-year investment plan is ready for Mayors’ Council approval, the relevant Agreement should have been endorsed by the TransLink Board, the local government council(s), and the appropriate governing bodies of any additional partners. For those major projects requiring Agreements, it is possible at this stage that the Mayors’ Council may ask for revisions. They could choose to approve the project subject to an amended Agreement or wait for the amended Agreement before making a decision on the project.

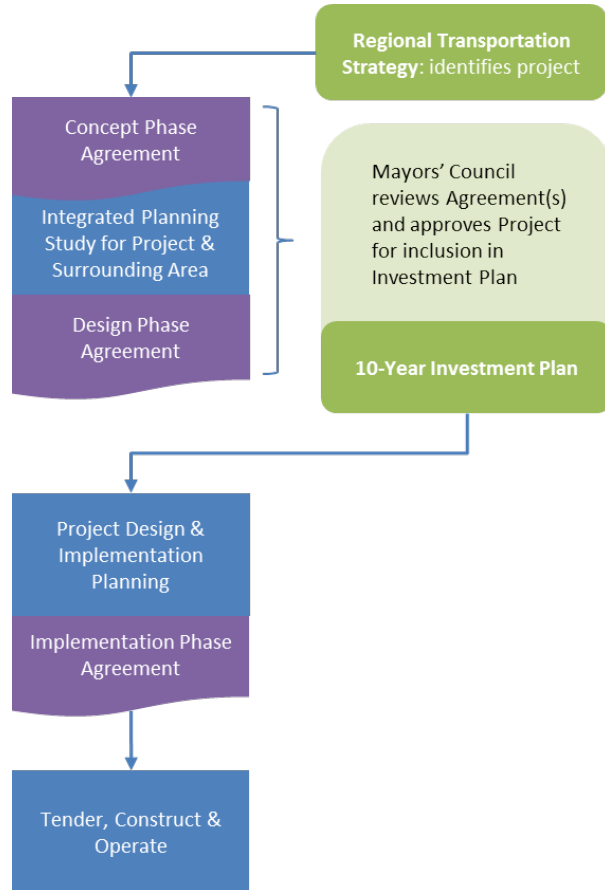


Figure 1 - Illustrative Process Diagram

**SUPPORTIVE POLICIES AGREEMENT**

**SURREY-NEWTON-GUILDFORD LIGHT RAIL TRANSIT PROJECT**

THIS SUPPORTIVE POLICIES AGREEMENT made on the 12 day of June, 2018,

BETWEEN:

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**, an entity continued under the *South Coast British Columbia Transportation Authority Act* (British Columbia)  
400-287 Nelson's Court, New Westminster, BC V3L0E7

("TransLink")

AND:

**CITY OF SURREY**  
13450 - 104 Avenue, Surrey, BC V3T 1V8

(the "City")

**WHEREAS:**

- A. The Mayors' Council on Regional Transportation's 2014 report entitled *Regional Transportation Investments, a Vision for Metro Vancouver* (the "**Mayors' Vision**") identifies the development of a 27-kilometre South of Fraser Light Rail Transit network as a key priority to ensuring that the transportation needs of the region are met.
- B. TransLink, as a regional transportation agency, has the mandate to plan, prioritize, secure funding and delivery transportation and transit projects, and create an integrated transportation and transit system within the regional transportation service region as defined in the *South Coast British Columbia Transportation Authority Act* (British Columbia).
- C. The Mayors' Vision includes stage one of the South of Fraser Rapid Transit network, which comprises a 10.5 km light rail transit line extending from Guildford Town Centre to Newton Town Centre via Surrey Centre (the "**Project**").
- D. The City, as the host municipality for the Project, has the mandate of providing governance within its municipal boundaries pertaining to the exercise of powers and duties provided to it by the *Local Government Act* (British Columbia).
- E. The Mayors' Vision calls on parties to enter into one or more Project Partnership Agreements (a "**PPA**") whenever the region is making a major investment involving significant cost and risk, the success of which depends on higher degrees of coordination, collaboration and mutually supportive actions by multiple partners. The Project requires such an investment.

F. The PPA for this Project has four components:

- (i) an executed Memorandum of Understanding (“MOU”) between TransLink and the City, dated October 12, 2017;
- (ii) this Supportive Policies Agreement (“SPA”);
- (iii) a Contribution Agreement between TransLink and the City dated \_\_\_\_\_, 2018; and
- (iv) a Master Municipal Agreement to be entered into between TransLink and the City.

**NOW THEREFORE:**

The Parties hereby acknowledge, confirm and agree as follows:

**1. INTERPRETATION**

**1.1 Definitions**

In this SPA, including the Recitals and Schedules hereto, unless otherwise specified or the context otherwise requires, the following words and expressions have the following meanings:

- (a) “**Affordable Housing Policies**” has the meaning set out in Section 6.1(a);
- (b) “**Bus Priority and Integration Plan**” has the meaning set out in Section 7.1(a);
- (c) “**Completed City Initiatives**” has the meaning set out in Section 3.1;
- (d) “**Land Use Plans**” has the meaning set out in Section 5.1(a);
- (e) “**LRT Exchange**” means a transfer point where the LRT Service intersects with SkyTrain service or major bus service;
- (f) “**LRT Service**” means the light rail transit services provided to customers by way of the Project during the Project’s operations and maintenance stage;
- (g) “**LRT Stop**” means a location along the LRT Service for passenger boarding and alighting;
- (h) “**Mayors’ Council**” means the Mayors’ Council on Regional Transportation as established under the *South Coast British Columbia Transportation Authority Act*;
- (i) “**Mayors’ Vision**” has the meaning set out in Recital A;
- (j) “**Metro Vancouver**” means the Metro Vancouver Regional District;
- (k) “**Metro Vancouver Board**” means the board of directors of Metro Vancouver as the same may be modified from time to time;
- (l) “**Monitoring Committee**” has the meaning set out in Section 10.1;
- (m) “**MOU**” means the Memorandum of Understanding as set out in Recital F;

- (n) “**Official Community Plan**” or “**OCP**” means the Official Community Plan of the City adopted on October 20, 2014 under the authority of the *Local Government Act* (British Columbia);
- (o) “**Ongoing City Initiatives**” has the meaning set out in Section 3.1;
- (p) “**Opening Day**” means the first day upon which the Project opens to the public;
- (q) “**Party**” means a party to this SPA and “**Parties**” means all of them together;
- (r) “**Performance Measures**” has the meaning set out in Section 10.3(b);
- (s) “**Performance Report**” has the meaning set out in Section 11.1;
- (t) “**PPA**” means the Project Partnership Agreement as set out in Recital E;
- (u) “**Project**” has the meaning set out in Recital C;
- (v) “**Province**” means the Province of British Columbia;
- (w) “**Regional Affordable Housing Strategy**” has the meaning set out in Section 2.4(d);
- (x) “**Regional Growth Strategy**” has the meaning set out in Section 2.4(c);
- (y) “**SNG Transit Corridor**” means the corridor shown on the map attached hereto as Schedule A;
- (z) “**TDM**” has the meaning set out in Section 2.3(f);
- (aa) “**Traffic Strategy**” has the meaning set out in Section 7.3(a);
- (bb) “**Transit-Oriented Communities Design Guidelines**” means the design guidelines developed by TransLink in consultation with municipal, Metro Vancouver and provincial government stakeholders, published in July 2012; and
- (cc) “**Working Group**” has the meaning set out in Section 6.3(a).

## 1.2 Recitals and Schedules

The Recitals and all Schedules to this SPA are incorporated into and form an integral part of this SPA.

## 1.3 Number and Gender

In this SPA, words importing the singular number include the plural and vice versa and words importing the neuter, masculine or feminine genders include all genders.

## 1.4 Headings

The headings in this SPA have been inserted for convenience of reference only and will not affect in any way the meaning or interpretation of this SPA.

## 1.5 Statutory References

Each reference in this SPA to an enactment is deemed to be a reference to that enactment, and to the regulations made under that enactment, as the same may be amended or re-enacted from time to time.

## 1.6 References to Plans

Each reference in this SPA to a plan or similar document, such as the Official Community Plan or the Regional Growth Strategy, is deemed to be a reference to that plan or document as the same may be amended from time to time.

## 1.7 Status of Agreement

As governmental or public authorities, each of the City and TransLink are documenting their good faith commitments to each other to undertake the actions, cooperation and support described in this SPA in a diligent and timely manner to achieve the Project objectives described below in Section 2. As governmental or public authorities, each Party acknowledges that it is governed by officials who are duty-bound to enact by-laws and policies in accordance with the mandates stipulated in each Party's governing legislation. As such, and despite any other term of this SPA to the contrary, the Parties acknowledge and agree that this SPA is not intended to, and will not operate so as to, create legally binding rights and obligations nor to fetter the lawful discretion and powers of either Party with respect to the subject matter of this SPA.

## 1.8 Effective Date

Notwithstanding the execution date of this SPA, the effective date of this SPA is the date upon which the Mayors' Council approves TransLink's 2018-2027 Investment Plan or such other investment plan (as defined in and required by the *South Coast British Columbia Transportation Authority Act*) that includes the implementation of the Project.

## 2. PRINCIPLES AND OBJECTIVES

### 2.1 Objective of this SPA

The central objective of this SPA is to confirm the policy commitments of TransLink and the City, which are mainly outside the direct scope of the Project, but which will have a significant impact on the achievement of the Project's objectives. These commitments are intended to be interpreted and applied having regard to the Project objectives (section 2.2), Project principles (section 2.3) and broad policy objectives (section 2.4).

### 2.2 Project Objectives

The Project is intended to act as a catalyst to:

- (a) achieve multiple additional objectives contained in regional and local plans, which include reducing traffic congestion, increasing transit network capacity, increasing transit ridership, managing travel demand, improving cycling and pedestrian access and safety, shaping land use, providing opportunities for a significant new supply of affordable housing, enhancing the environment, and fostering economic vitality; and

- (b) help shape the future of the SNG Transit Corridor as a focal point for higher density housing, including affordable housing, mixed use development and expanded transportation options.

### 2.3 SPA Principles

The key elements to successful transportation system performance for this Project include transit-supportive land use, affordable housing policies, a complete street approach, and urban design. The Parties affirm their commitment to advancing the principles of the Transit-Oriented Communities Design Guidelines in the planning, design and implementation of the Project as follows:

- (a) the coordination of land use and transportation, focusing on high demand destinations along the SNG Transit Corridor ('Destinations');
- (b) the creation of a pedestrian and bicycle-friendly street network to support transit use ('Distance');
- (c) the design of a public realm accessible to people of all ages and abilities, whether they be walking, cycling, using transit, pushing a stroller, or using a mobility device ('Design');
- (d) the concentration of homes, jobs, and key activities within a short walk of the stops for the Project at a level appropriate to support the transit investment ('Density');
- (e) the provision of diverse land uses and housing types, tenures and price points ('Diversity'); and
- (f) the use of travel demand management ("TDM") measures like parking pricing to promote walking, cycling and transit in the SNG Transit Corridor ('Demand Management').

### 2.4 Broad Policy Objectives

Throughout the lifecycle of the Project, the Parties will continue to support the following regional and provincial initiatives and policies:

- (a) provincial government initiatives to improve public transit in the transportation service region and to increase the supply of affordable housing;
- (b) regional transportation policies as contained in the Regional Transportation Strategy, which was adopted by the TransLink Board of Directors in 2013 and which identifies the SNG Transit Corridor as a regional rapid transit corridor;
- (c) regional growth management policies as contained in the Metro Vancouver Regional Growth Strategy adopted by the Metro Vancouver Board of Directors in 2011 (the "**Regional Growth Strategy**");
- (d) regional affordable housing policies as contained in the Regional Affordable Housing Strategy, which was adopted by the Metro Vancouver Board of Directors in 2016 (the "**Regional Affordable Housing Strategy**"), and which recognizes the shortage of affordable housing in Metro Vancouver and includes a goal of increasing the supply of rental housing along TransLink's Frequent Transit Network (a network of corridors

where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, 7 days a week); and

- (e) the Transit-Oriented Communities Design Guidelines, the key elements of which inform the structure of this SPA and which demonstrate the fundamentality of community design to the promotion of transit, walking, cycling, and place-making.

### 3. CONTINUATION OF EXISTING PLANS AND INITIATIVES

#### 3.1 Existing City Plans and Initiatives

The City has previously completed or initiated a significant amount of work in preparation for the Project and toward the achievement of the objectives and principles described in section 2. For the continuation of that work, the City hereby commits to maintain in place and/or follow through with the implementation of the following:

- (a) the updated Official Community Plan to substantially increase density in each of Surrey City Centre, Guildford Town Centre and Newton Town Centre, including policy statements that prioritize rapid transit corridors and urban centres as locations for higher density residential, commercial and institutional development (such policy statements include Objective A2, Policies A2.1, A2.2, A2.4, A2.6, Objective B3, Policies B3.1, B3.2, B3.3, B3.4, B3.5, B3.9 of the OCP);
- (b) the approved Surrey City Centre Plan (2017) which provides for high density, transit-oriented land uses, urban design and street standards;
- (c) various approved supporting plans and strategies including a Walking Plan, a Cycling Plan, and the Invest Surrey Economic Investment Plan (2017);
- (d) the constructed new civic precinct within Surrey City Centre as a catalyst for the further development of Surrey City Centre;
- (e) the memorandum of understanding with Simon Fraser University (Surrey Campus) to support the growth and expansion of Simon Fraser University in Surrey City Centre;
- (f) various housing initiatives including: (i) adopting a Master Plan for Housing the Homeless; (ii) updating its policies on the retention of affordable housing; and (iii) signing a memorandum of understanding with the BC Housing Management Commission to deliver affordable and supportive housing in Surrey City Centre, Newton Town Centre and Guildford Town Centre;
- (g) the following LRT Vision Statement, endorsed by City Council in February 2017 and adopted jointly by TransLink and the City as part of the Project MOU project objectives: *“Street-oriented LRT will transform Surrey into connected, complete and liveable communities, making the City and region more vibrant, accessible, competitive and sustainable”*;
- (h) the adoption of a City-wide Affordable Housing Strategy

(3.1(a) through 3.1(h) collectively, the “**Completed City Initiatives**”);

- (i) the ongoing development and adoption of land use plans for Newton Town Centre and Guildford Town Centre and the objective of stimulating transit-oriented development;
- (j) the ongoing development and adoption of a comprehensive Parks, Recreation and Culture Plan , which provides for significant investment in cultural facilities in the SNG Transit Corridor; and
- (k) the ongoing transportation network adjustments to add lane capacity, including the widening of 100 Avenue and the 105 Avenue Connector Project, to support the operation of transit along King George Boulevard and 104 Avenue;

(3.1(i) through 3.1(k) collectively, the “Ongoing City Initiatives”).

#### **4. DESTINATIONS: COORDINATE LAND USE AND TRANSPORTATION**

##### **4.1 Land Use Designations**

By June 30, 2018, the City will identify in the OCP the boundaries of Surrey City Centre, Guildford Town Centre and Newton Town Centre and the transit corridor connecting these centres.

##### **4.2 SNG Transit Corridor**

By June 30, 2018, the City will include statements in the OCP demonstrating the City’s commitment to the SNG Transit Corridor as a priority area for development within the City, with the objective of the SNG Transit Corridor accommodating an increasing proportion of the City’s growth.

##### **4.3 Frequent Transit Development Areas**

By Opening Day:

- (a) TransLink will coordinate with the City to identify and endorse appropriate segments of the SNG Transit Corridor as Frequent Transit Development Areas (as defined by Metro Vancouver) for incorporation into the City’s Regional Context Statement (a document required to be approved by the Metro Vancouver Board); and
- (b) the City will, in coordination with TransLink, designate appropriate segments of the SNG Transit Corridor as Frequent Transit Development Areas in the City’s Regional Context Statement.

##### **4.4 Developments Arounds LRT Stops**

- (a) The City will seek TransLink input as early as possible in the planning process on applications for developments located adjacent to LRT Stops to achieve the best possible land use, transportation and design outcomes. For clarity, this responsibility is in addition to the regular planning practice responsibility of the City to seek TransLink input on plans and activities that have implications for the regional transportation system.
- (b) TransLink will provide input to the City on proposed developments that are adjacent to LRT Stops to ensure the best possible land use, transportation and design outcomes. For clarity, this responsibility is in addition to regular planning practice responsibility of



TransLink to provide input on the City's plans and activities that have implications for the regional transportation system.

## 5. DENSITY: CONCENTRATE AND INTENSIFY ACTIVITIES IN TRANSIT CORRIDOR

### 5.1 Land Use Plans

- (a) The City will prepare and adopt the following Land Use Plans by the dates set out beside each Land Use Plan below, each of which will incorporate land uses and densities supportive of rapid transit and that meet the objectives of the Regional Growth Strategy, including the dwelling unit and employment growth targets included therein at Table 2 for Surrey Metro Centre:
  - (i) Guildford Town Centre and 104 Avenue Corridor (the "**Guildford Land Use Plan**") – complete by the end of 2019;
  - (ii) Newton Town Centre Plan Update– complete by the end of 2019;
  - (iii) Review of the Surrey City Centre Plan in relation to the implementation of the Project – completed before the commencement of construction for the Project; and
  - (iv) King George Blvd Corridor Plan– complete by the end of 2023

(collectively, the "**Land Use Plans**").
- (b) As a component of each Land Use Plan and upon the same timeline as set out for each respective Land Use Plan, the City will prepare urban development targets and growth forecasts consistent with the Regional Growth Strategy including the targets set out at Table 2 thereof, for population, number of dwelling units and employment for each year from the year in which Opening Day occurs to the year 2045 for:
  - (i) the area within 400 metres in any direction of the SNG Transit Corridor;
  - (ii) the area within 800 metres in any direction of the SNG Transit Corridor;
  - (iii) Guildford Town Centre, Newton Town Centre, and Surrey City Centre; and
  - (iv) traffic zones used in the January 2018 Project business case transit ridership modelling.
- (c) The City will collaborate with TransLink and the Province on the development of the Land Use Plans to achieve integrated land use and transportation planning, recognizing that it is the City's responsibility and mandate under the *Local Government Act* to develop and approve its land use plans and its housing policies. The City's collaboration with TransLink and the Province will in particular focus on the definition and progress of growth targets that best support ridership in the SNG Transit Corridor.
- (d) TransLink will collaborate with the City and the Province to develop the Land Use Plans with a view to achieving the greatest possible land use and transportation integration,

with a particular focus on the definition and progress of growth targets that best support ridership in the SNG Transit Corridor.

- (e) TransLink will:
  - (i) conduct a review of current transit (bus and rapid transit) operations and service plans to anticipate and respond to population and employment changes in the SNG Transit Corridor and to identify opportunities for supporting the transit-oriented redevelopment of Guildford Mall; and
  - (ii) contribute technical information and analysis to the planning processes, as appropriate.

## 5.2 Land Use Plan Reviews

- (a) Approximately every five years, the City will review the Land Use Plans to ensure opportunities for transit-oriented development are considered and realized where feasible.
- (b) TransLink will collaborate with the City with respect to such reviews of the Land Use Plans, specifically with respect to progress on planned growth targets.

## 5.3 OCP Amendment

Within six (6) months of City Council approval of each Land Use Plan, the City will implement amendments to the OCP, which reflect and enshrine all approved Land Use Plans for the SNG Transit Corridor.

# 6. DIVERSITY: ENCOURAGE MIXED USES, INCLUDING HOUSING TYPES AND TENURES

## 6.1 Affordable Housing Policies

- (a) The City will adopt affordable housing policies (“**Affordable Housing Policies**”) for the geographic areas covered by each of the Land Use Plans, which work toward meeting the reference estimated future housing demand (as set out in Table A.2 of the Regional Growth Strategy and Appendix 1 of the Regional Affordable Housing Strategy) and which support the realization of defined SNG Transit Corridor affordable rental housing targets. Each Affordable Housing Policy will be completed upon the same timeline as set out for each respective Land Use Plan in Section 5.1(a).
- (b) The City will take all reasonable steps to include in the Affordable Housing Policies actions and measures that:
  - (i) preserve existing affordable housing, and particularly non-market rental housing;
  - (ii) encourage the retention and increase the supply of affordable rental housing, and particularly affordable and non-market family housing;
  - (iii) provide incentives such as development charge reductions, density bonuses, parking requirement reductions and other means to encourage the development of affordable rental housing within the SNG Transit Corridor.

- (c) The City will evaluate and consider the implementation of an inclusionary housing policy in order to help meet demand for affordable housing.
- (d) The City will collaborate with TransLink and the Province on the development of the Affordable Housing Policy.
- (e) TransLink will collaborate with the City and the Province on the development of the Affordable Housing Policy and will contribute technical information and analysis to the planning process as available and as appropriate.

## 6.2 Density Bonus Schemes

The City will evaluate, consider, and clarify in each of the SNG Transit Corridor Land Use Plans, the incorporation of purpose-built rental housing and below market rental housing into future density bonus schemes, with a focus on land use plans along rapid transit corridors.

## 6.3 Working Group: Government-Owned Sites

- (a) The City will:
  - (i) convene a working group comprised of representatives of the Federal and Provincial Governments, Metro Vancouver, TransLink, Fraser Health Authority, Simon Fraser University, and, at the City's discretion, any other institutional partners (the "**Working Group**") to determine, for the purpose of development of affordable housing, the feasibility of land assembly, existing large sites in the SNG Transit Corridor, and government-owned or Crown corporation-owned property; and
  - (ii) ensure the Working Group reports on findings by the end of 2020.
- (b) TransLink will:
  - (i) participate in the Working Group; and
  - (ii) by the end of 2020, complete a market assessment and review of opportunities for land assembly, sale or redevelopment for affordable housing of TransLink-owned sites in the SNG Transit Corridor.
- (c) The City and TransLink will work together with other members of the Working Group to develop and implement a "Terms of Reference" for the Working Group.

## 6.4 Student Housing

The City will continue to collaborate with post-secondary institutions and the real estate development industry to evaluate and consider methods by which the supply of student housing in the SNG Transit Corridor can be increased.

## 6.5 **Parking**

By Opening Day, the City will:

- (a) complete an examination, with BC Housing Management Commission, of existing parking utilization rates at existing affordable rental housing sites; and
- (b) develop appropriate parking requirements for affordable rental housing which contemplates proximity to transit.

## 6.6 **Retail and Office Development**

The City will:

- (a) continue to prioritize the advancement of Surrey City Centre as the preferred location for major office space and institutions, as identified in the OCP;
- (b) continue to collaborate with the Province, Metro Vancouver and industry groups to examine necessary market conditions for the attraction of major public and private sector office space in Surrey City Centre, as identified in the Invest Surrey Action Plan;
- (c) continue to concentrate major retail facilities, including destination retail, and other office uses in Surrey City Centre, Guildford Town Centre and Newton Town Centre, as identified in the OCP; and
- (d) designate in each Land Use Plan land uses that will provide opportunities for local services at appropriate locations, including LRT Stops.

## 6.7 **Industrial and Mixed Employment**

The City will ensure that land designated as Industrial and Mixed Employment in the Regional Growth Strategy, such as the Newton Employment Area, will be reserved for Industrial and Mixed Employment uses and intensified for jobs as appropriate.

## 6.8 **Institutional and Community Services**

(a) The City will:

- (i) identify in each Land Use Plan locations for institutional facilities and community services;
- (ii) collaborate with regional and senior levels of government to identify, in each Land Use Plan, opportunities to locate institutional and public facilities along the SNG Transit Corridor, prioritizing to the degree possible the location of such facilities in the SNG Transit Corridor; and
- (iii) following approval of the Land Use Plans, update as needed the approved capital facilities identified in the Parks, Recreation and Culture Strategic Plan for the SNG Transit Corridor.

- (b) TransLink will, as part of the transit system-wide review of customer washroom facilities scheduled for completion by the end of 2018, identify potential opportunities for providing access to washrooms at LRT Exchanges.

## 7. **DISTANCE: CREATE A WELL-CONNECTED STREET AND BUS NETWORK**

### 7.1 **Bus Priority and Integration Plan**

- (a) TransLink will prepare a bus priority and integration plan (the “**Bus Priority and Integration Plan**”) to ensure seamless and efficient connections between the bus transit system and the LRT Service. TransLink will complete the Bus Priority and Integration Plan by the end of 2019.
- (b) The City will collaborate with TransLink on the preparation of the Bus Priority and Integration Plan, and will respond to TransLink requests with respect to the Bus Priority and Integration Plan.
- (c) The Bus Priority and Integration Plan will identify opportunities to:
  - (i) improve bus access and connections to the SNG Transit Corridor and local bus stops;
  - (ii) reduce duplicate bus services and connections, allowing for resources to be re-invested into the local bus network;
  - (iii) reallocate existing resources as appropriate; and
  - (iv) ensure speed and reliability of existing bus service is maintained or enhanced.
- (d) TransLink will use its TravelSmart program:
  - (i) to encourage alternate modes of transportation during the construction period of the Project, and
  - (ii) to encourage mode shift immediately upon Opening Day.

### 7.2 **B-Lines Operating Speed and Reliability**

- (a) The City and TransLink will work together to:
  - (i) as appropriate, advance bus priority measures effectively prior to construction of the Project; and
  - (ii) identify opportunities to maintain B-Line operating speeds on the SNG Transit Corridor during construction of the Project.
- (b) TransLink will provide cost-sharing opportunities for the foregoing measures based on the regional funding for transit priority projects contained in TransLink’s 2018-2027 Investment Plan. The City will be required to apply for any regional funding and if the City’s application is approved, the City will be required to cost-share as appropriate.

### 7.3 **Traffic Network Improvement Strategy**

- (a) By Opening Day, the City will prepare a traffic network improvement strategy (the “**Traffic Strategy**”) that addresses the expected changes to traffic patterns resulting from the introduction of the SNG Transit Corridor, with priority emphasis on Surrey City Centre. TransLink will collaborate with the City on the development of the Traffic Strategy, and will respond to City requests with respect to the Traffic Strategy.
- (b) The Traffic Strategy will address the need to maintain or enhance existing traffic flows, including buses, along the SNG Transit Corridor, cross corridors and alternative parallel routes using signal system management and intelligent transportation system applications including the potential use of dynamic variable message signage and other methods of traffic control.
- (c) The City will identify the capital and operating cost of the Traffic Strategy, and will seek cost-sharing opportunities with TransLink for costs related to the Traffic Strategy, as appropriate. TransLink will provide cost-sharing opportunities for the Traffic Strategy.

#### 7.4 **Priority of LRT Service**

- (a) The City will collaborate with TransLink to implement LRT priority measures and traffic signal timing plans to achieve faster LRT travel times over other vehicles along the SNG Transit Corridor during peak periods.
- (b) TransLink will design, fund and install advanced signal control systems that are compatible with the current traffic control system in existence in the City of Surrey. The advanced signal control system will be designed to enable full priority to the LRT Service along the Newton-Guildford portion of the SNG Transit Corridor.
- (c) The City acknowledges that the expected LRT Service travel time from Guildford Town Centre to Newton Town Centre will be no more than twenty seven (27) minutes as indicated in the January 2018 Project business case.
- (d) The City will facilitate necessary LRT priority measures, traffic signal timing plans, advanced signal control systems, and traffic control measures to achieve or exceed the business case objectives throughout the life of the Project, subject to the City’s responsibility to ensure that the broader traffic network functions at a reasonable level.
- (e) The City and TransLink will work together, and in partnership with any third-party designers and operators, to continuously achieve the best possible LRT Service performance throughout the life of the Project. Details of such joint working arrangements will be included in the Master Municipal Agreement for the Project.

#### 7.5 **Cycling Strategy**

- (a) The City will, as a component of each Land Use Plan:
  - (i) prepare a cycling strategy and will update the cycling plans with consideration to connections to Project stops, circulation within Surrey City Centre, Newton City Centre and Guildford Town Centre, and supportive bicycle storage and parking;
  - (ii) include in the cycling strategy and plans opportunities for early delivery of infrastructure and related costs;

- (iii) complete the cycling plans upon the same timeline as set out for each respective Land Use Plan; and
  - (iv) seek cost-sharing opportunities from TransLink for the implementation of the cycling improvements, and implement all infrastructure and other works required to implement the cycling plans required by section 7.5(a)(i).
- (b) TransLink will contribute technical support to the development of the cycling strategy, as requested by the City.
  - (c) TransLink will provide cost-share opportunities for cycling infrastructure in accordance with the existing Bicycle Infrastructure Capital Cost Sharing (BICCS) and Major Road Network and Bike (MRNB) allocated and competitive funding programs.

## 7.6 Pedestrian Strategy

- (a) By Opening Day, the City will:
  - (i) prepare requirements for the pedestrian infrastructure needed to ensure reasonable or full pedestrian access to the SNG Transit Corridor, as well as costing for those requirements;
  - (ii) seek cost-sharing opportunities from TransLink to implement the requirements in Section 7.6(a)(i).
  - (iii) as part of the Land Use Plans, update the walking plans to consider safe and pleasant walking connections to LRT Stops and bus stops;
  - (iv) implement all infrastructure and other works required to implement the walking plans required by subsection 7.6(a)(iii), as appropriate.
- (b) TransLink will provide cost-share funding opportunities for Opening Day or future walking infrastructure in accordance with the existing Walking Infrastructure to Transit (WITT) allocated and competitive funding program.
- (c) TransLink will investigate other funding opportunities and if available will include such funding opportunities in future versions of TransLink's investment plan (as defined in and required by the *South Coast British Columbia Transportation Authority Act*).
- (d) TransLink will contribute technical support to the development of the pedestrian strategy, as needed.

## 8. DESIGN: CREATE PLACES FOR PEOPLE

### 8.1 Urban Design Considerations for Guildford Land Use Plan

As a component of the Guildford Land Use Plan and by the end of 2019, the City will develop, with input from TransLink, urban design guidelines to advance place-making and supportive urban design elements generally consistent with the Surrey City Centre Plan design guidelines and street standards.

## 8.2 OCP Development Permit Provisions

By the end of 2019, the City will review and revise as needed the development permit guidelines in the OCP to ensure the implementation of best practices in support of transit-oriented development in the SNG Transit Corridor.

## 8.3 Urban Design Guidelines

The City will, upon the same timelines as set out for each respective Land Use Plan in Section 5.1(a), develop urban design guidelines to be included in the Land Use Plans to advance place-making and supportive urban design elements generally consistent with the Surrey City Centre Plan design guidelines.

## 8.4 Streetscape Plans

(a) The City will:

- (i) update streetscape plans for the SNG Transit Corridor, including urban design and streetscape elements;
- (ii) implement such streetscape plans in the applicable Land Use Plans; and
- (iii) develop design specifications for general purpose travel lanes, bike lanes, sidewalks and boulevards to be delivered through Project construction along the SNG Transit Corridor.

(b) TransLink will:

- (i) develop design specifications for the light rail transit guideway and LRT Stops and LRT Exchanges to be delivered through construction of the Project along the SNG Transit Corridor;
- (ii) build, within the SNG Transit Corridor streetscape, the light rail transit guideway, and rebuild, within the SNG Transit Corridor, the general purpose travel lanes, bike lanes, sidewalks and boulevards. For certainty, those travel lanes, bike lanes and sidewalks included in this redevelopment, will be designed and implemented by TransLink in collaboration with the City.

## 9. DEMAND MANAGEMENT: DISCOURAGE UNNECESSARY DRIVING

### 9.1 Parking Rates

(a) The City will:

- (i) by the end of 2020, develop appropriate parking rates (and rate requirements for new developments along the SNG Transit Corridor);
- (ii) explore options for further parking reductions along the SNG Transit Corridor;
- (iii) consider parking supply and demand management for residential uses, including affordable rental housing, and for retail and office uses, which will build upon the reduced parking rates in Surrey City Centre that were based on transit accessibility; and



- (iv) within 18 months of establishing the new rates as set out in (a) above, amend existing the City's parking bylaw to implement the new parking rates.
- (b) TransLink will:
  - (i) contribute technical information and analysis as appropriate;
  - (ii) investigate whether opportunities for providing park and ride facilities at LRT Stops and LRT Exchanges exist and what the transit ridership implications of such opportunities are; and
  - (iii) assist the City in advancing research related to passenger zone management near LRT Stops to support ride hailing, and in helping to identify related recommendations.

## 9.2 TDM Initiatives

TransLink and the City will work together to implement a range of TDM initiatives for the SNG Transit Corridor, as part of TransLink's TravelSmart program. TransLink will implement such TDM initiatives at the commencement of construction of the Project.

## 10. MONITORING COMMITTEE

### 10.1 Monitoring Committee

Before December 15, 2018, the City and TransLink will establish a multi-stakeholder committee (the "**Monitoring Committee**") to: (i) review the performance of land use and transportation outcomes for the SNG Transit Corridor; and (ii) monitor compliance by each Party with the commitments and responsibilities set out in this SPA.

### 10.2 Composition

The Monitoring Committee will be comprised of, at a minimum, one or more senior representatives from each of TransLink and the City and such other members as the Parties may agree from time to time. The City and TransLink will invite and encourage senior representatives from the Province of British Columbia and Metro Vancouver to be represented on the Monitoring Committee. The Monitoring Committee will be chaired by a TransLink representative.

### 10.3 Duties and Responsibilities

The duties and responsibilities of the Monitoring Committee will include:

- (a) establishing its "Terms of Reference" based on the direction provided in the SPA and on the timeline determined at the initial meeting;
- (b) measuring the effectiveness of this SPA by monitoring changes along the SNG Transit Corridor across the following areas:
  - (i) population and employment growth;
  - (ii) development activity;

- (iii) zoned housing capacity;
- (iv) affordable housing supply;
- (v) transit performance;
- (vi) mode split;
- (vii) cycling performance; and
- (viii) pedestrian performance;

(collectively, the “**Performance Measures**”)

- (c) refining, as and when needed, the Performance Measures;
- (d) monitoring and evaluating the progress of the Performance Measures and the commitments of each Party as set out in this SPA;
- (e) provide City Council, the Mayors’ Council, the TransLink board of directors, and officials from the Province with an annual dashboard outlining the progress of the Performance Measures and the commitments of each Party as set out in this SPA;
- (f) provide City Council, the Mayors’ Council, the TransLink board of directors, and officials from the Province with the Performance Report (as defined below); and
- (g) consider such other matters that the members deem advisable.

#### 10.4 Meetings

- (a) The Monitoring Committee will holding a meeting, at a location specified by the City and TransLink, at least once each year, and from time to time, as necessary and agreed by the Parties.
- (b) Meetings of the Monitoring Committee should be scheduled to align (i) to the extent possible with release times for relevant data sources and other planning milestones (including, without limitation, Census, Trip Diary, Regional Context Statement update), recognizing the need to prioritize in the case of multiple events in any given year, and (ii) with key milestones for the Project, and the meeting schedule will include:
  - (i) a meeting prior to Opening Day;
  - (ii) a meeting prior to the issuance of the Request for Qualifications and a subsequent meeting prior to the issuance of the Request for Proposals for construction of phase two of the rapid transit project along Fraser Highway;
  - (iii) such other meetings which align with other key milestones for the Project, as identified by the members of the Monitoring Committee.
- (c) TransLink will keep minutes of all recommendations and meetings of the Monitoring Committee and circulate such minutes to the City within such time period specified in the Terms of Reference for the Committee.

- (d) The City and TransLink will work together to produce the following materials in connection with each meeting of the Monitoring Committee:
  - (i) a joint report from TransLink and City staff to the Monitoring Committee;
  - (ii) presentation materials, if applicable;
  - (iii) meeting minutes for the previous meeting; and
  - (iv) status of action items identified at previous meetings.
- (e) The Monitoring Committee will hold its initial meeting before the end of the year 2018. In such initial meeting the Monitoring Committee will:
  - (i) discuss timelines on which it will (i) establish its “Terms of Reference”, and (ii) define detailed processes for how it will carry out its mandate as set out in this SPA;
  - (ii) discuss and set an appropriate meeting schedule, addressing the meetings schedule needs set out in section 10.4(b);
  - (iii) discuss and set the timing for the delivery of the first Performance Report.

## **11. PERFORMANCE REPORTING, DOCUMENTATION AND REVIEW OF PROCESS**

### **11.1 Monitoring Committee Performance Report**

- (a) The City and TransLink will work jointly and cooperatively to prepare a comprehensive report every three to five years documenting (i) the progress on the Performance Measures, (ii) progress on all commitments and responsibilities of each Party as set out in this SPA, and (iii) any other relevant data or measures identified by members of the Monitoring Committee (the “**Performance Report**”).
- (b) The Performance Report will also include actions recommended by the Monitoring Committee to address any unmet commitments or responsibilities in this SPA and any concerns with respect to land use or transportation outcomes. The City will present the Performance Report to Surrey City Council and TransLink will present the Performance Report to the TransLink board of directors and to the Mayors’ Council. TransLink will present the Performance Report to representatives of the Province.
- (c) The Monitoring Committee will decide at its first meeting in 2018 the frequency of the Performance Report, which should be between three and five years, and the timing for the first Performance Report.

### **11.2 Review and Assessment**

The City and TransLink will work jointly and cooperatively to review and assess over time the structure of the Monitoring Committee and the overall monitoring process set out in this SPA. Any changes to be made to the Monitoring Committee or the overall monitoring process herein stated must have the agreement of both the representatives of TransLink and the City on the Monitoring Committee.

For clarity, the opportunity for review set out in the preceding paragraph is based on the recognition of expected changes over time related to data availability, organizational structures, project planning and implementation, and other factors not necessarily known to the Parties at the outset of this SPA. In addition, it may be appropriate to reduce over time the frequency of the meetings of the Monitoring Committee or delivery of Performance Reports.

### 11.3 Information and Data Collection

- (a) The City shall collect, document and provide to the Monitoring Committee, in advance of each meeting of the Monitoring Committee, the most current available data on:
  - (i) the proportion of the City's population and dwelling units located within 400 and 800 metres of the SNG Transit Corridor;
  - (ii) actual population and employment changes in the SNG Transit Corridor, in comparison with the changes set out in the Land Use Plans;
  - (iii) the SNG Transit Corridor's housing unit capacity in approved plans;
  - (iv) the type and tenure of housing in the SNG Transit Corridor, with a particular emphasis on affordable and non-market housing; and
  - (v) the cycling and pedestrian performance measures determined by the City in consultation with TransLink pursuant to section 11.4(a).
- (b) For the purposes of the initial meeting of the Monitoring Committee, the City shall provide to the Monitoring Committee, as required baseline information, the following:
  - (i) current (2016 data) population and dwelling units within 400 and 800 metres of the SNG Transit Corridor;
  - (ii) documentation (maps and spreadsheets by traffic zone) reflecting the current (2016) population, number of dwelling units, amount of retail space, office space, institutional space and number of jobs:
    - (A) within 400 metres of the SNG Transit Corridor;
    - (B) within 800 metres of the SNG Transit Corridor;
    - (C) within the boundary of Surrey City Centre, Guildford Town Centre, and Newton Town Centre;
    - (D) within 800 metres of any LRT Stops; and
    - (E) traffic zones used in the January 2018 Project business case transit ridership modelling;
  - (iii) documentation reflecting the existing capacity in approved plans for housing units:
    - (A) within 400 metres of the SNG Transit Corridor;

- (B) within 800 metres of the SNG Transit Corridor;
- (C) within the boundary of Surrey City Centre, Guildford Town Centre, and Newton Town Centre; and
- (D) within 800 metres of any LRT Stops;
- (iv) documentation reflecting the existing stock of various forms of rental housing and estimating the amount of affordable housing in the SNG Transit Corridor, using Regional Affordable Housing Strategy methods for classifying supply; and
- (v) any baseline data determined by the City pursuant to section 11.4(b).
- (c) TransLink shall collect, document and provide to the Monitoring Committee, in advance of each meeting of the Monitoring Committee, the most current available data on:
  - (i) the LRT Service's ability to meet transit demand in the SNG Transit Corridor measured by performance metrics developed with the City (which may include service capacity and platform capacity), and upgrades required to meet transit demand;
  - (ii) change in ridership on the SNG Transit Corridor; and
  - (iii) the change in mode splits for residents living within 400 metres and 800 metres of the SNG Transit Corridor, such mode splits to include vehicle, vehicle passenger, transit, cycling, and walking trips.
- (d) For the purposes of the initial meeting of the Monitoring Committee, TransLink shall provide to the Monitoring Committee, as required baseline information, the following:
  - (i) documentation reflecting 2017 transit ridership for the 96 B-Line and local services operating on the SNG Transit Corridor; and
  - (ii) documentation reflecting current (2016) mode splits.

#### 11.4 Performance Measures

- (a) The City will determine the appropriate performance measures with respect to cycling/pedestrian infrastructure, including the usage and safety of such infrastructure in the SNG Transit Corridor.
- (b) The City will determine what baseline data is required to effectively monitor the performance measures determined pursuant to section 11.4(a), with such baseline data to include, in the case of the cycling infrastructure performance measures, the number of kilometres of bikeways by facility type.
- (c) TransLink will collaborate with the City to assist the City with determining the appropriate cycling and pedestrian performance measures.

## **12. MISCELLANEOUS**

### **12.1 Dispute Resolution**

As noted in section 1.7, but subject to the limitations on this SPA noted in section 1.7, each Party is fully committed to pursue in good faith the adoption, implementation, continuation and maintenance of the policies, plans, initiatives, tasks and actions they have each respectively agreed to in this SPA.

In the event the Parties at the Monitoring Committee level are not able to resolve a disagreement over the interpretation or application of any SPA provision in any circumstance, or in the event one Party has not performed an obligation or followed through with a commitment set out in this SPA and the Parties cannot agree on what measures or steps should be taken, and by who, to rectify or remedy the situation, and to mitigate the potential adverse impacts to the Project, the Parties will immediately refer the matter in dispute to the Vice President of Transportation Planning and Policy at TransLink and the General Manager, Engineering at the City who will meet in person on a priority basis to diligently discuss in good faith a possible resolution. If such individuals cannot resolve the matter in dispute within 15 days of meeting in person (or such other time as the Parties agree), the Parties will immediately refer the matter in dispute to the CEO of TransLink and the City Manager of the City for resolution.

### **12.2 Amendments**

This SPA may not be modified or amended except by an instrument in writing signed by each of the Parties.

### **12.3 Further Assurances**

Each of the Parties will work cooperatively with each other and do all further acts and things as may be reasonably required in support of the commitments in this SPA.

### **12.4 Notice**

All notices required or permitted to be given under the terms of this SPA will be in writing and may be delivered personally, by courier or may be forwarded by first class prepaid registered mail to the addresses set forth on page 1 of this SPA or at such other addresses as may from time to time be notified in writing by the Parties. Any notice delivered will be deemed to have been given and received at the time of delivery.

12.5 Assignment

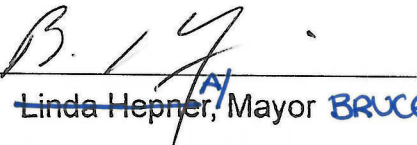
This SPA and the rights, duties and obligations of any Party under this SPA will not be assigned by any Party without the prior written consent of the other Party, which consent may be arbitrarily or unreasonably withheld, and any attempt to assign the rights, duties or obligations under this SPA without such prior written consent will be of no effect.

IN WITNESS WHEREOF the Parties have executed this SPA on the day and year first above written:

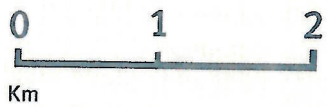
**SOUTH COAST BRITISH COLUMBIA  
TRANSPORTATION AUTHORITY**, by its  
authorized signatory

By: \_\_\_\_\_  
Name:  
Title:




**CITY OF SURREY**, by its authorized signatory

By:   
Name: ~~Linda Hepner~~, Mayor **BRUCE HAYNE**  
Title:

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GG 6/12/18 9:14 AM



**Legend**

-  Expo Line
-  Phase 1: Surrey Newton-Guildford LRT
-  Connection Station

\*Disclaimer: Colours as shown are not the final colours to be used. Final colours will be decided after future rounds of revision.



**SUPPORTIVE POLICIES AGREEMENT**

**MILLENNIUM LINE BROADWAY EXTENSION PROJECT**

THIS SUPPORTIVE POLICIES AGREEMENT made on the \_\_\_\_ day of \_\_\_\_\_, 2018,

BETWEEN:

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**, an entity continued under the *South Coast British Columbia Transportation Authority Act* (British Columbia)  
400-287 Nelson's Court, New Westminster, BC V3L0E7

(“**TransLink**”)

AND:

**CITY OF VANCOUVER**  
453 West 12th Ave Vancouver, BC V5Y 1V4

(the “**City**”)

**WHEREAS:**

- A. The Mayors' Council on Regional Transportation's 2014 report entitled *Regional Transportation Investments, a Vision for Metro Vancouver* (the “**Mayors' Vision**”) identifies rapid transit between Commercial Drive and the University of British Columbia along the Broadway Corridor as a priority to ensure that the transportation needs of the region are met.
- B. TransLink, as a regional transportation agency, has the mandate to plan, prioritize, secure funding and delivery transportation and transit projects, and create an integrated transportation and transit system within the regional transportation service region as defined in the *South Coast British Columbia Transportation Authority Act* (British Columbia).
- C. The Mayors' Vision includes the first phase of rapid transit between Commercial Drive and the University of British Columbia, with such first phase comprising an approximately 6.0 km extension of the Millennium Line from its current terminus at VCC- Clark Station to a new western terminus at Arbutus Street (the “**Project**”).
- D. The City, as the Host Municipality of the Project has the mandate to provide governance within its municipal boundaries pertaining to the exercise of powers and duties provided to it as per the *Vancouver Charter*.
- E. The Mayors' Vision calls on parties to enter into one or more Project Partnership Agreements (a “**PPA**”) whenever the region is making a major investment involving significant cost and risk, the success of which depends on higher degrees of coordination, collaboration and mutually supportive actions by multiple partners. The Project requires such an investment.
- F. The PPA for this Project has four components:
  - (i) an executed Memorandum of Understanding (“**MOU**”) between TransLink and the City, dated September 20, 2017;

- (ii) this Supportive Policies Agreement (“SPA”);
- (iii) a Contribution Agreement between TransLink and the City dated \_\_\_\_\_, 2018; and
- (iv) a Project Master Agreement to be entered into between TransLink and the City as part of the implementation phase of the Project.

**NOW THEREFORE:**

The Parties hereby acknowledge, confirm and agree as follows:

**1. INTERPRETATION**

**1.1 Definitions**

In this SPA, including the Recitals and Schedules hereto, unless otherwise specified or the context otherwise requires, the following words and expressions have the following meanings:

- (a) “**Affordable Housing Strategy**” has the meaning set out in Section 6.1(a);
- (b) “**Broadway Corridor**” means the entire transit corridor in the geographic area of the City of Vancouver along Broadway from Commercial Drive to the University of British Columbia;
- (c) “**Broadway Planning**” means planning for the area up to 800 m from MLBE stations with a focus between Clark Drive (VCC-Clark Station) and Arbutus Street, inclusive of Central Broadway;
- (d) “**Bus Priority and Integration Plan**” has the meaning set out in Section 7.1(a);
- (e) “**Central Broadway**” means the area in Vancouver between Main Street to the East, Terminal Avenue/False Creek to the North, Burrard Street to the West and 16<sup>th</sup> Avenue to the South;
- (f) “**City**” means the municipal corporation called the “City of Vancouver” and continued pursuant to the Vancouver Charter;
- (g) “**Completed City Initiatives**” has the meaning set out in Section 3.1;
- (h) “**Land Use Plans**” has the meaning set out in Section 5.1(a);
- (i) “**Mayors’ Council**” means the Mayors’ Council on Regional Transportation as established under the *South Coast British Columbia Transportation Authority Act*;
- (j) “**Mayors’ Vision**” has the meaning set out in Recital A;
- (k) “**Metro Core**” means the area defined by the Regional Growth Strategy that includes the Downtown Peninsula, Central Broadway and surrounding areas extending from Clark Drive to the East, Burrard Inlet to the North, Burrard Street to the West and 16<sup>th</sup> Avenue to the South;
- (l) “**Metro Vancouver**” means the corporation doing business as “Metro Vancouver” and legally entitled Greater Vancouver Regional District and continued pursuant to the Local

Government Act, with a membership comprised of 21 municipalities, one Electoral Area and one Treaty First Nation;

- (m) “**Metro Vancouver Board**” means the board of directors of Metro Vancouver as the same may be modified from time to time;
- (n) “**Millennium Line Broadway Extension Corridor**” or “**MLBE Corridor**” means the corridor shown on the map attached hereto as Schedule A;
- (o) “**Monitoring Committee**” has the meaning set out in Section 10.1;
- (p) “**MOU**” means the Memorandum of Understanding as set out in Recital F;
- (q) “**Official Development Plan**” or “**ODP**” has the meaning set out in Section 3.1(d);
- (r) “**Ongoing City Initiatives**” has the meaning set out in Section 3.1;
- (s) “**Opening Day**” means the first day upon which the Project opens to the public;
- (t) “**Parking Bylaw**” means City of Vancouver Parking Bylaw 6059;
- (u) “**Party**” means a party to this SPA and “**Parties**” means both of them together;
- (v) “**Performance Measures**” has the meaning set out in Section 10.3(b);
- (w) “**Performance Report**” has the meaning set out in Section 11.1;
- (x) “**PPA**” means a Project Partnership Agreement as set out in Recital E;
- (y) “**Project**” has the meaning set out in Recital C;
- (z) “**Province**” means the Province of British Columbia;
- (aa) “**Regional Affordable Housing Strategy**” has the meaning set out in Section 2.4(d);
- (bb) “**Regional Growth Strategy**” has the meaning set out in Section 2.4(c);
- (cc) “**TDM**” has the meaning set out in Section 2.3(f);
- (dd) “**Transit-Oriented Communities Design Guidelines**” means the design guidelines developed by TransLink in consultation with municipal, Metro Vancouver and provincial government stakeholders, published in July 2012; and
- (ee) “**Vancouver**” means the geographical area generally known as the “City of Vancouver” the boundaries of which are legally described in Section 6 of the Vancouver Charter (but in this Agreement does not mean the City or the municipal corporation which provides the local government for Vancouver).

## 1.2 Recitals and Schedules

The Recitals and all Schedules to this SPA are incorporated into and form an integral part of this SPA.

### 1.3 **Number and Gender**

In this SPA, words importing the singular number include the plural and vice versa and words importing the neuter, masculine or feminine genders include all genders.

### 1.4 **Headings**

The headings in this SPA have been inserted for convenience of reference only and will not affect in any way the meaning or interpretation of this SPA.

### 1.5 **Statutory References**

Each reference in this SPA to an enactment is deemed to be a reference to that enactment, and to the regulations made under that enactment, as the same may be amended or re-enacted from time to time.

### 1.6 **References to Plans**

Each reference in this SPA to a plan or similar document, such as the Official Development Plan or the Regional Growth Strategy, is deemed to be a reference to that plan or document as the same may be amended from time to time.

### 1.7 **Status of Agreement**

As governmental or public authorities, each of the City and TransLink are documenting their good faith commitments to each other to undertake the actions, cooperation and support described in this SPA in a diligent and timely manner to achieve the Project objectives described below in Section 2. As governmental or public authorities, each Party acknowledges that it is governed by officials who are duty-bound to enact by-laws and policies in accordance with the mandates stipulated in each Party's governing legislation. As such, and despite any other term of this SPA to the contrary, the Parties acknowledge and agree that this SPA is not intended to, and will not operate so as to, create legally binding rights and obligations nor to fetter the lawful discretion and powers of either Party with respect to the subject-matter of this SPA.

### 1.8 **Effective Date**

Notwithstanding the execution date of this SPA, the effective date of this SPA is the date upon which the Mayors' Council approves TransLink's 2018-2027 Investment Plan or such other investment plan (as defined in and required by the *South Coast British Columbia Transportation Authority Act*) that includes the implementation of the Project.

## **2. PRINCIPLES AND OBJECTIVES**

### **2.1 Objective of this SPA**

The central objective of this SPA is to confirm the commitments necessary from each of TransLink and the City for actions which are mainly outside the direct scope of the Project, but which will have a significant impact on the achievement of the Project's objectives. These commitments are intended to be interpreted and applied having regard to the Project objectives (Section 2.2), Project principles (Section 2.3) and broad policy objectives (Section 2.4).

## 2.2 Project Objectives

The Project is intended to act as a catalyst to:

- (a) achieve multiple additional objectives contained in regional and local plans, which include reducing traffic congestion, increasing transit network capacity, increasing transit ridership, managing travel demand, improving cycling and pedestrian access and safety, shaping land use, providing opportunities for a significant new supply of affordable housing, enhancing the environment, and fostering economic vitality; and
- (b) help shape the future of the Broadway Corridor as a focal point for higher density housing, including affordable housing, mixed use development and expanded transportation options.

## 2.3 SPA Principles

The key elements to successful transportation system performance for this Project include transit-supportive land use, affordable housing policies, a complete street network, and urban design. The Parties affirm their commitment to advancing the principles of the Transit-Oriented Communities Design Guidelines in the planning, design and implementation of the Project as follows:

- (a) the coordination of land use and transportation, focusing on high demand destinations along the MLBE Corridor ('Destinations');
- (b) the creation of a pedestrian and bicycle-friendly street network to support transit use ('Distance');
- (c) the design of a public realm accessible to people of all ages and abilities, whether they be walking, cycling, using transit, pushing a stroller, or using a mobility device ('Design');
- (d) the concentration of homes, jobs, and key activities within a short walk of the stops for the Project at a level appropriate to support the transit investment ('Density');
- (e) the provision of diverse land uses and housing types, tenures and price points ('Diversity'); and
- (f) the use of travel demand management ("TDM") measures like parking pricing to promote walking, cycling and transit in the MLBE Corridor ('Demand Management').

## 2.4 Broad Policy Objectives

The Parties affirm that the Broadway Corridor is a regionally important corridor and home to the second largest employment centre in British Columbia and the largest hospital and university in Western Canada.

Throughout the lifecycle of the Project, the Parties will continue to support the following regional and provincial initiatives and policies:

- (a) provincial government initiatives to improve public transit in the transportation service region and to increase the supply of affordable housing;

- (b) regional transportation policies as contained in the Regional Transportation Strategy, which was adopted by the TransLink Board of Directors in 2013 and which identifies the Broadway Corridor as a regional rapid transit corridor;
- (c) regional growth management policies as contained in the Metro Vancouver Regional Growth Strategy adopted by the Metro Vancouver Board in 2011 (the “**Regional Growth Strategy**”);
- (d) regional affordable housing policies as contained in the Regional Affordable Housing Strategy, which was adopted by the Metro Vancouver Board in 2016 (the “**Regional Affordable Housing Strategy**”), and which recognizes the shortage of affordable housing in Metro Vancouver and includes a goal of increasing the supply of rental and affordable housing along TransLink’s Frequent Transit Network (a network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, 7 days a week); and
- (e) the Transit-Oriented Communities Design Guidelines (2012), the key elements of which inform the structure of this SPA, which demonstrates how community design is fundamental to the promotion of transit, walking, cycling, and place-making.

### 3. CONTINUATION OF EXISTING PLANS AND INITIATIVES

#### 3.1 City Plans and Initiatives Approved or Underway

The City has previously completed or initiated a significant amount of work in preparation for the Project and toward the achievement of the objectives and principles described in Article 2. For the continuation of that work, the City hereby commits to maintain in place and/or follow through with the implementation of the following:

- (a) the approved Housing Vancouver Strategy (2017) to significantly increase housing supply across the City and to improve housing affordability over the next 10 years by shifting the supply towards the ‘right supply’ including rental, social, and supportive housing, while also providing a greater diversity of forms in the City’s ground-oriented housing stock;
- (b) various approved planning programs over the past decade that have sought to intensify land uses supportive of rapid transit including the False Creek Flats (2017), Mount Pleasant Industrial Changes (2016-2017), Mount Pleasant Community Plan (2010), and the Metro Core Jobs and Economy Land Use Plan (2007);
- (c) Transportation 2040 (2012) (“**Transportation 2040**”), which identifies the Project as the City’s top transit priority and as essential to meeting the City’s mode share targets, and includes action items that proactively encourage sustainable modes of transportation within the Broadway Corridor and work toward a fully accessible and efficient public transit system including transit priority measures;
- (d) the approved Regional Context Statement Official Development Plan (2013) (the “**ODP**”) that commits to identifying additional Frequent Transit Development Areas in the Broadway Corridor as areas to focus growth and development, and demonstrates the City’s commitment to accommodating an increasing proportion of the City’s growth within the Broadway Corridor;

- (e) the established Complete Streets Policy Framework (2017) that ensures critical mobility and access functions across a network of streets are met while helping the City to achieve Transportation 2040 targets on mode share and safety for people of all ages and abilities, and further improving public life, local commerce and ecological sustainability;

(3.1(a) through 3.1(e) collectively, the “**Completed City Initiatives**”);

- (f) the City Core 2050 planning program, which will convene a broad public dialogue on aspirations for the future of the Metro Core, including but not limited to the MLBE Corridor, with the goal of creating a shared future vision for the economic, cultural and social “heart” of Vancouver and the region;
- (g) the Vancouver Employment Lands Study, which is a city-wide review of Vancouver’s economy and employment lands and will establish policy directions to support a diverse economy with a focus on major job centres;
- (h) the ongoing commitment to Broadway Planning, which will focus on (i) the creation of station area plans that will each be the product of their unique location, context and roles within the Metro Core, (ii) the ‘right supply’ of affordable housing, and (iii) new land use policies. Broadway Planning will also consider public benefits, urban design, public realm, streetscape and supportive infrastructure needs, and will include a review of the Parking Bylaw and a Transportation Plan to improve non-auto connections to the MLBE station and within the MLBE Corridor and contribute towards the success of the Project. Broadway Planning will be completed through multiple planning programs including a Broadway specific planning program, the Making Room housing initiative, the Vancouver Employment Lands Study, and potentially, future planning programs that are yet to be defined;
- (i) the ongoing commitment to the Civic/Health Precinct Plan focused around the Cambie Street and Broadway area and including the major campuses of the City and of Vancouver General Hospital. The study will establish core principles and high level urban design advice for further consideration; and
- (j) the Making Room housing initiative, which will focus on finding ways to add housing choice to neighbourhoods across Vancouver with a focus on low density areas. This initiative will explore new housing options for families, downsizing seniors, and other households seeking housing that sits in the “missing middle” between single-family homes and higher density homes with particular focus on neighbourhoods well served by the frequent transit network and rapid transit, including the MLBE,

(3.1(f) through 3.1(j) collectively, the “**Ongoing City Initiatives**”).

### 3.2 **New Plans and Initiatives**

TransLink and the City will take such further actions as to ensure that the above-described objectives of this SPA, and that the transit ridership and city-building objectives of the Project, as described in the Mayors’ Vision, are met, and that these further actions are as articulated below.

#### 4. DESTINATIONS: COORDINATE LAND USE AND TRANSPORTATION

##### 4.1 Land Use Designations

Following the completion of the Land Use Plans, the City will update the land use designations in the ODP, including the boundaries of the core of Vancouver (the “**Metro Core**”) and the MLBE Corridor.

#### 5. DENSITY: CONCENTRATE AND INTENSIFY ACTIVITIES IN TRANSIT CORRIDOR

##### 5.1 Land Use Plans

- (a) The City will prepare and adopt the following Land Use Plans by the dates set out beside each Land Use Plan below, each of which will incorporate land uses and densities supportive of rapid transit and that meet the objectives of the Regional Growth Strategy:
  - (i) City Core 2050 – initiate in 2018, complete by the end of 2021;
  - (ii) Broadway Planning – initiate in 2018, complete by the end of 2021;
  - (iii) Vancouver Employment Lands Study – initiate in 2018, complete by the end of 2019;(collectively, the “**Land Use Plans**”).
- (b) As a component of each Land Use Plan and upon the same timeline as set out for each respective Land Use Plan, the City will prepare forecasts for population, number of dwelling units and employment for the years 2025, 2030, 2035, 2040 and 2045 for:
  - (i) the area within 400 metres in any direction of the MLBE Corridor;
  - (ii) the area within 800 metres in any direction of the MLBE Corridor; and
  - (iii) traffic zones used in the March 2018 Project business case transit ridership modelling.
- (c) The City will collaborate with TransLink and the Province on the development of the Land Use Plans to achieve integrated land use and transportation planning, recognizing that it is the City’s responsibility and mandate under the *Vancouver Charter* to develop and approve its land use plans and its housing policies.
- (d) TransLink will:
  - (i) collaborate with the City on development of Land Use Plans with a view to achieving the greatest possible land use and transportation integration and in particular with respect to the definition of growth forecasts that best support ridership in the MLBE Corridor;
  - (ii) conduct a review of current transit (bus and rapid transit) operations and service plans to anticipate and respond to population and employment changes in the MLBE Corridor; and



- (iii) contribute technical information and analysis to the planning processes, as appropriate.

## 5.2 Land Use Plan Reviews

The City will monitor the progress of the Land Use Plans through the Regional Context Statement process.

## 5.3 Analysis of Public Land Holdings

- (a) By the end of 2018, the City will complete, in collaboration with TransLink and senior levels of government, an analysis of land holdings held by all levels of government and Crown corporations with the aim of finding opportunities for housing, jobs, parks, and community facilities, and the estimated compensation required to each level of government for use of such opportunities.
- (b) TransLink will collaborate with the City in the preparation of the inventory of land holdings, with consideration given to TransLink's surplus land holdings.

# 6. DIVERSITY: ENCOURAGE MIXED USES, INCLUDING HOUSING TYPES AND TENURES

## 6.1 Affordable Housing Strategy

- (a) As part of Broadway Planning, the City will develop and adopt, in the context of the City's Housing Vancouver Strategy, an affordable housing strategy ("**Affordable Housing Strategy**") for the MLBE Corridor, which will outline affordable housing targets by location, housing type, target income and tenure.
- (b) The City will collaborate with TransLink and the Province on the development of the Affordable Housing Strategy, which will be initiated in 2018 and completed by the end of 2021.
- (c) TransLink will collaborate with the City and the Province on the development of the Affordable Housing Strategy and will contribute technical information and analysis to the planning process as available and as appropriate.

## 6.2 Existing Affordable Housing Stock

The City will determine approaches to preserving and/or replacing existing housing stock and evaluate whether existing by-laws such as the Rental Housing Stock ODP and zoning need to be augmented. The City will also work with the Province to identify areas of overlap and potential partnerships in order to preserve the existing stock and to mitigate the impact of tenant displacement (e.g. RTA provisions, applicability of new rental only legislation). This work will be initiated in 2018, with a target completion by the end of 2021.

## 6.3 Purpose-Built Rental Housing

As part of the Affordable Housing Strategy, the City will create additional programs/policies to incentivize purpose-built rental housing (for example, by providing additional density for purpose-built

rental-housing and endeavouring to leverage recently announced provincial rental-only zoning powers for local government). This work will be initiated in 2018, with a target completion by the end of 2021.

#### **6.4 Non-Market Housing**

As part of the Affordable Housing Strategy, the City will determine how many units of social housing will be targeted in the MLBE Corridor and whether such non-market housing is to be financed by developer contributions, partner contributions, and/or City contributions. This work will be initiated in 2018, with a target completion by the end of 2021.

#### **6.5 Retail and Entertainment Uses**

(a) As part of Broadway Planning, the City will:

- (i) provide land use opportunities for local shops and services at appropriate locations, with a particular focus on station locations along the MLBE Corridor; and
- (ii) continue to concentrate major retail facilities, including destination retail, in Central Broadway.

This work will be initiated in 2018, with a target completion by the end of 2021.

(b) TransLink will collaborate with the City on station area design to ensure responsiveness to surrounding shops and services.

#### **6.6 Office, Institutional and Industrial Uses**

As part of Broadway Planning, the City will:

- (a) identify office space and institutional capacity increases, with a view to maintaining Central Broadway as a key regional job centre; and
- (b) demonstrate how land designated as industrial in the Regional Growth Strategy (Mount Pleasant and False Creek Flats) will continue to support industrial uses and intensified for jobs.

This work will be initiated in 2018, with a target completion by the end of 2021.

#### **6.7 Community Services and Amenities**

(a) As part of Broadway Planning, the City will:

- (i) identify locations for community amenities such as libraries, community centres, daycares, cultural spaces and neighbourhood houses, required to support growth in the MLBE Corridor via public benefit strategies accompanying all Land Use Plans;
- (ii) create a Public Realm Plan for the MLBE Corridor that identifies parks and open space, infrastructure and amenities needed to support the increased densities, to enhance livability and connectivity to/from the Project stations; and

- (iii) identify any additional ways to support local culture including preservation, expansion and new cultural amenities and needs, including coordinating TransLink and City public art programs in the Project stations and adjacent public realm.

This work will be initiated in 2018, with a target completion by the end of 2021.

- (b) TransLink will:
  - (i) collaborate with the City to develop coordinated public art programs in the Project stations and adjacent public realm; and
  - (ii) as part of the transit system-wide review of customer washroom facilities scheduled for completion by the end of 2018, identify potential opportunities for providing access to washrooms, including at Project stations.

## 7. DISTANCE: CREATE A WELL-CONNECTED STREET AND BUS NETWORK

### 7.1 Bus Priority and Integration Plan

- (a) TransLink will prepare a bus priority and integration plan (the “**Bus Priority and Integration Plan**”) to ensure seamless and efficient connections between the bus transit system and the Project from Opening Day onwards. TransLink will complete the Bus Priority and Integration Plan by the end of 2019.
- (b) The City will collaborate with TransLink on the preparation of the Bus Priority and Integration Plan and implement identified bus priority improvements by Opening Day.
- (c) The Bus Priority and Integration Plan will identify opportunities to:
  - (i) improve access and connections to Project station areas;
  - (ii) reduce duplicate bus services and connections, allowing for resources to be re-invested into the local bus network;
  - (iii) reallocate existing resources as appropriate;
  - (iv) improve reliability of the truncated 99 B-Line route;
  - (v) maintain bus travel times and reliability during construction of the Project on both the Broadway Corridor and parallel transit corridors; and
  - (vi) maintain or enhance travel times and reliability of existing bus service during the operations phase of the Project.
- (d) TransLink will provide cost-sharing opportunities for transit priority measures based on approved regional transportation plans and funding.
- (e) TransLink will use its TravelSmart program:
  - (i) to encourage alternate modes of transportation during the construction period of the Project, and

- (ii) to encourage mode shift immediately after Opening Day.
- (f) By the end of 2023, TransLink will update the Area Transportation Plan for Vancouver, with consideration of the Bus Priority and Integration Plan.

## 7.2 Street Connectivity and Major Road Network

As part of Broadway Planning, the City will prepare a review and analysis of the street network in and around the Broadway Corridor, and provide recommendations to allow for the safe and efficient movement of people and delivery of goods and services throughout the City. TransLink will contribute technical support as needed. This work will be initiated in 2018, with a target completion by the end of 2021.

## 7.3 Cycling Strategy

- (a) As part of Broadway Planning, the City will:
  - (i) prepare a cycling strategy for all ages and abilities, showing connections to all Project stations and circulation within the Broadway Corridor street network;
  - (ii) include in the cycling strategy bike storage facilities and public bike share stations to serve all Project stations; and
  - (iii) prepare an implementation plan, including costing and phasing of contemplated facilities.

This work will be initiated in 2018, with a target completion by the end of 2021.

- (b) TransLink will:
  - (i) contribute technical support to the development of the cycling strategy, as needed;
  - (ii) provide cost-share opportunities for cycling infrastructure in accordance with the existing Bicycle Infrastructure Capital Cost Sharing (BICCS) and Major Road Network and Bike (MRNB) allocated and competitive funding programs; and
  - (iii) explore opportunities for bike parking and public bike share at Project stations.

## 7.4 Pedestrian Strategy

- (a) As part of Broadway Planning, the City will:
  - (i) prepare a pedestrian strategy that recommends enhanced connections to all Project stations and improvements along Broadway to enhance pedestrian safety, improve accessibility, and support vibrant public life;
  - (ii) include in the pedestrian strategy any pedestrian amenities (lighting, plazas, landscaping) required to improve access to the stations; and
  - (iii) prepare an implementation plan, including costing and phasing of contemplated facilities.

This work will be initiated in 2018, with a target completion by the end of 2021.

- (b) TransLink will:
  - (i) contribute technical support to the development of the pedestrian strategy, as needed; and
  - (ii) provide cost-share funding opportunities in accordance with the existing Walking Infrastructure to Transit (WITT) funding program.

## **8. DESIGN: CREATE PLACES FOR PEOPLE**

### **8.1 Urban Design Guidelines**

As part of Broadway Planning, the City will develop urban design guidelines to replace the existing C-3A design guidelines. TransLink will collaborate with the City on the design of Project stations to fit with emerging City policies regarding urban design guidelines as well as developments immediately adjacent to station head houses along the Broadway Corridor. This work is in addition to any design work directly required for Project stations and should consider the area within a minimum of 400 meters of each Project station. This work will be initiated in 2018, with a target completion by the end of 2021.

### **8.2 Public Realm and Streetscape Plan**

- (a) As part of Broadway Planning, the City will:
  - (i) prepare a public realm and streetscape plan for the MLBE Corridor, which will:
    - (A) identify public spaces and parks;
    - (B) consider the use of the public realm to improve place-making, including opportunities for arts and culture events and activities, with appropriate siting and infrastructure;
    - (C) consider that the use of streets, redevelopment sites and lane rights of way are ways of expanding public realm; and
    - (D) include urban design and streetscape elements, including lighting, wayfinding, planting, materials, setbacks, commercial uses, street furniture, bike parking and public bike share; and
  - (ii) collaborate with TransLink to provide sufficient Project station space and capacity for customers to access the Project stations and bike parkades and, where needed, to queue at bus stops.

This work is in addition to the design work directly required for Project stations and should consider the area within a minimum of 400 meters of each Project station. This work will be initiated in 2021, with a target completion by the end of 2022.

- (b) TransLink will:
  - (i) collaborate with the City in developing its public realm and streetscape plan with a view to achieving a seamless interface between the Project stations,

surrounding street and sidewalk networks, key public places, and the external public plazas, so as to achieve the sense of place and provide contextual response with the adjacent developments and neighbourhoods;

- (ii) collaborate with the City to provide sufficient Project station space and capacity for users to access the Project stations and bike parkades, and where needed, to queue at bus stops; and
- (iii) develop station plaza designs that are consistent with the public realm and streetscape design guidelines.

This work is in addition to any design work directly required for Project stations and should consider the area within a minimum of 400 meters of each Project station.

## **9. DEMAND MANAGEMENT: DISCOURAGE UNNECESSARY DRIVING**

### **9.1 Parking Bylaw**

(a) The City will:

- (i) review and update the Parking Bylaw, with a focus on the MLBE Corridor and other areas served by rapid transit stations, to seek ways to reduce the total amount of parking supplied for the MLBE Corridor, as well as to consider more flexible management of short-term on-street and off-street parking; and
- (ii) review and update the Parking Bylaw to formalize opportunities for TDM measures to reduce overall parking requirements, provide staff authority to request monitoring, and provide a way to fine tune incentives to ensure the on-going effectiveness of TDM measures based on research and observations.

(b) TransLink will:

- (i) assist the City in advancing research related to passenger zone management near Project stops and stations to support ride hailing, and help to identify related recommendations; and
- (ii) support parking reductions through its TravelSmart program by encouraging alternate modes of transportation.

### **9.2 TDM Initiatives**

TransLink and the City will work together to implement a range of TDM initiatives for the MLBE Corridor, as part of TransLink's TravelSmart program. TransLink will implement such TDM initiatives at the commencement of construction of the Project.

## **10. MONITORING COMMITTEE**

### **10.1 Monitoring Committee**

Before December 15, 2018, the City and TransLink will establish a multi-stakeholder committee (the "**Monitoring Committee**") to: (i) review the performance of land use and transportation outcomes for the

MLBE Corridor; and (ii) monitor compliance by each Party with the commitments and responsibilities set out in this SPA.

## 10.2 Composition

The Monitoring Committee will be comprised of, at a minimum, one or more senior representatives from each of TransLink and the City and such other members as the Parties may agree from time to time. The City and TransLink will invite and encourage senior representatives from the Province of British Columbia and Metro Vancouver to be represented on the Monitoring Committee. The Monitoring Committee will be chaired by a TransLink representative.

## 10.3 Duties and Responsibilities

The duties and responsibilities of the Monitoring Committee will include:

- (a) establishing its “Terms of Reference” based on the direction provided in this SPA and on the timeline determined at the initial meeting;
- (b) measuring the effectiveness of this SPA by monitoring changes along the MLBE Corridor across the following areas:
  - (i) population and employment growth;
  - (ii) development activity;
  - (iii) zoned housing capacity;
  - (iv) affordable housing supply;
  - (v) transit performance;
  - (vi) mode split;
  - (vii) cycling performance; and
  - (viii) pedestrian performance;(collectively, the “**Performance Measures**”)
- (c) defining and refining, as and when needed, the Performance Measures;
- (d) monitoring and evaluating the progress of the Performance Measures and the commitments of each Party as set out in this SPA;
- (e) providing the City Council, the Mayors’ Council, the TransLink Board of Directors, and officials from the Province with an annual dashboard outlining the progress of the Performance Measures and the commitments of each Party as set out in this SPA;
- (f) providing City Council, the Mayors’ Council, the TransLink Board of Directors, and officials from the Province with the Performance Report; and
- (g) considering such other matters that the members deem advisable.

## 10.4 Meetings

- (a) The Monitoring Committee will hold a meeting, at a location specified by the City and TransLink, at least once each year, and from time to time, as necessary and agreed by the Parties.
- (b) Meetings of the Monitoring Committee should be scheduled to align (i) to the extent possible with release times for relevant data sources and planning-related updates (including, without limitation, Census, Trip Diary, Regional Context Statement update), recognizing the need to prioritize in the case of multiple events in any given year, and (ii) with key milestones for the Project. The meeting schedule will include:
  - (i) a meeting prior to Opening Day;
  - (ii) a meeting prior to the issuance of the Request for Qualifications and a subsequent meeting prior to the issuance of the Request for Proposals for construction of the subsequent phase of rapid transit west of Arbutus along the Broadway Corridor;
  - (iii) such other meetings which align with other key milestones for the Project, as identified by the members of the Monitoring Committee.
- (c) TransLink will keep minutes of all recommendations and meetings of the Monitoring Committee and circulate such minutes to the City within such time period specified in the Terms of Reference for the Committee.
- (d) The City and TransLink will work together to produce the following materials in connection with each meeting of the Monitoring Committee:
  - (i) a joint report from TransLink and City staff to the Monitoring Committee;
  - (ii) presentation materials, if applicable;
  - (iii) meeting minutes for the previous meeting; and
  - (iv) status of action items identified at previous meetings.
- (e) The Monitoring Committee will hold its initial meeting before the end of the year 2018. In such initial meeting the Monitoring Committee will:
  - (i) discuss timelines on which it will (i) establish its “Terms of Reference”, and (ii) define detailed processes for how it will carry out its mandate as set out in this SPA;
  - (ii) discuss and set an appropriate meeting schedule, addressing the meetings schedule needs set out in Section 10.4(b);
  - (iii) discuss and set the timing for the delivery of the first Performance Report.



## **11. PERFORMANCE REPORTING, DOCUMENTATION AND REVIEW OF PROCESS**

### **11.1 Monitoring Committee Performance Report**

- (a) The City and TransLink will work jointly and cooperatively to prepare a comprehensive report every three to five years documenting (i) the progress on the Performance Measures, (ii) progress on all commitments and responsibilities of each Party as set out in this SPA, and (iii) any other relevant data or measures identified by members of the Monitoring Committee (the “**Performance Report**”).
- (b) The Performance Report will also include actions recommended by the Monitoring Committee to address any unmet commitments or responsibilities in this SPA and any concerns with respect to land use or transportation outcomes. The City will present the Performance Report to Vancouver City Council and TransLink will present the Performance Report to the TransLink Board of Directors, the Mayors’ Council and representatives of the Province.
- (c) The Monitoring Committee will decide at its first meeting in 2018 the frequency of the Performance Report, which should be between three and five years, and the timing for the first Performance Report.
- (d) The Monitoring Committee will be responsible for meeting and creating Performance Reports until twenty years after Opening Day, or 2045, whichever is later. The Monitoring Committee will cease to exist after this time unless an extension is agreed to by both Parties.

### **11.2 Review and Assessment**

The City and TransLink will work jointly and cooperatively to review and assess over time the structure of the Monitoring Committee and the overall monitoring process set out in this SPA. Any changes to be made to the Monitoring Committee or the overall monitoring process herein stated must have the agreement of both the representatives of TransLink and the City on the Monitoring Committee.

For clarity, the opportunity for review set out in the preceding paragraph is based on the recognition of expected changes over time related to data availability, organizational structures, project planning and implementation, and other factors not necessarily known to the Parties at the outset of this SPA. In addition, it may be appropriate to reduce over time the frequency of the meetings of the Monitoring Committee or delivery of Performance Reports.

### **11.3 Information and Data Collection**

- (a) For the purposes of the initial meeting of the Monitoring Committee, the City will provide to the Monitoring Committee, as required baseline information, the following:
  - (i) documentation (maps and spreadsheets) reflecting the current (2016) population, number of dwelling units, amount of retail space, office space, institutional space and number of jobs within:
    - (A) 400 metres of the MLBE Corridor;
    - (B) 800 metres of the MLBE Corridor;

- (C) Central Broadway; and
    - (D) the traffic zones used in the March 2018 Project business case transit ridership modelling. ;
  - (ii) documentation reflecting the existing development capacity for housing types within:
    - (A) 400 metres of the MLBE Corridor;
    - (B) 800 metres of the MLBE Corridor;
    - (C) Central Broadway; and
    - (D) the traffic zones used in the March 2018 Project business case transit ridership modelling. ;
  - (iii) documentation reflecting the existing stock of various forms of rental housing and estimating the amount of affordable housing in the MLBE Corridor, using Regional Affordable Housing Strategy methods for classifying supply; and
  - (iv) any baseline data determined by the City pursuant to Section 11.4(b).
- (b) For the purposes of the initial meeting of the Monitoring Committee, TransLink will provide to the Monitoring Committee, as required baseline information, the following:
- (i) documentation reflecting 2017 transit ridership for the MLBE Corridor, including the Canada Line and the 99 B-Line, and including daily stop/station activity and passenger loads between stops/stations; and
  - (ii) documentation reflecting current (2016) mode splits.
- (c) The City will collect, document and provide to the Monitoring Committee, in advance of each meeting of the Monitoring Committee, the most current available data on:
- (i) actual population and employment changes in the MLBE Corridor, in comparison with the changes set out in the Land Use Plans;
  - (ii) the MLBE Corridor's development capacity for the spectrum of housing types including tenure and form;
  - (iii) the type and tenure of housing in the MLBE Corridor, including data to address the affordable housing targets developed as part of the Affordable Housing Strategy; and
  - (iv) the cycling and pedestrian performance measures determined by the City in consultation with TransLink pursuant to Section 11.4.
- (d) The City will use its annual panel survey to complement mode split tracking.

- (e) TransLink will collect, document and provide to the Monitoring Committee, in advance of each meeting of the Monitoring Committee, the most current available data on:
  - (i) the Project's ability to meet transit demand in the MLBE Corridor measured by performance metrics developed with the City (which may include service capacity, platform capacity, vertical circulation capacity and fare gate performance), and upgrades required to meet transit demand;
  - (ii) change in ridership on the MLBE Corridor including connecting bus routes, the truncated 99 B-Line from Arbutus to UBC, the Expo and Canada Lines and key transfer stations (Commercial-Broadway Station and Broadway-City Hall Station); and
  - (iii) the change in mode splits for residents living within 400 metres and 800 metres of the MLBE Corridor, such mode splits to include vehicle, vehicle passenger, transit, cycling, and walking trips.

#### **11.4 Performance Measures**

- (a) The City, in consultation with TransLink, will determine the appropriate performance measures with respect to monitoring the effectiveness in increasing supporting cycling and pedestrian facilities in the MLBE Corridor.
- (b) The City will determine what baseline data is required to effectively monitor the performance measures determined pursuant to Section 11.4(a).
- (c) TransLink will collaborate with the City to assist the City with determining the appropriate cycling and pedestrian facility performance measures.

### **12. MISCELLANEOUS**

#### **12.1 Dispute Resolution**

As noted in Section 1.7, but subject to the limitations on this SPA noted in Section 1.7, each Party is fully committed to pursue in good faith the adoption, implementation, continuation and maintenance of the policies, plans, initiatives, tasks and actions they have each respectively agreed to in this SPA.

In the event the Parties at the Monitoring Committee level are not able to resolve a disagreement over the interpretation or application of any SPA provision in any circumstance, or in the event one Party has not performed an obligation or followed through with a commitment set out in this SPA and the Parties cannot agree on what measures or steps should be taken, and by who, to rectify or remedy the situation, and to mitigate the potential adverse impacts to the Project, the Parties will immediately refer the matter in dispute to the Vice President of Transportation Planning and Policy at TransLink and the General Manager of Planning, Urban Design and Sustainability or the General Manager of Engineering (depending on the matter to be resolved) at the City who will meet in person on a priority basis to diligently discuss in good faith a possible resolution. If such individuals cannot resolve the matter in dispute within 15 days of meeting in person (or such other time as the Parties agree), the Parties will immediately refer the matter in dispute to the CEO of TransLink and the City Manager of the City for resolution.

**12.2 Amendments**

This SPA may not be modified or amended except by an instrument in writing signed by each of the Parties.

**12.3 Further Assurances**

Each of the Parties will work cooperatively with each other and do all further acts and things as may be reasonably required in support of the commitments in this SPA.

**12.4 Notice**

All notices required or permitted to be given under the terms of this SPA will be made to and from the designated representatives from time to time of the Monitoring Committee.

**12.5 Assignment**

This SPA and the rights, duties and obligations of any Party under this SPA will not be assigned by any Party without the prior written consent of the other Party, which consent may be arbitrarily or unreasonably withheld, and any attempt to assign the rights, duties or obligations under this SPA without such prior written consent will be of no effect, provided that TransLink may, upon providing written notice to the City, assign its rights in respect to the City Contributed Lands to the Province of British Columbia or any project delivery agent for the Project or operator of the Millennium Line of the SkyTrain portion of the transit system from time to time.

IN WITNESS WHEREOF the Parties have executed this SPA on the day and year first above written:

**SOUTH COAST BRITISH COLUMBIA  
TRANSPORTATION AUTHORITY**, by its authorized  
signatory

By: \_\_\_\_\_  
Name:  
Title:

**CITY OF VANCOUVER**, by its authorized signatory

By: \_\_\_\_\_  
Name:  
Title:

**SCHEDULE A:**  
**MLBE CORRIDOR MAP**

See attached.

CONFIDENTIAL

June 20, 2018

Kevin Desmond, CEO  
TransLink  
400 -287 Nelson's Court  
New Westminister, BC V3L 0E7

Dear Mr. Desmond:

**RE: Supportive Policies Agreement**

As you are aware, City of Vancouver staff have been working with TransLink staff and their respective Legal Departments to finalize the draft Supportive Policies Agreement. The final draft SPA has been approved in principle by the General Managers of Planning, Urban Design & Sustainability and Engineering and they have written a memo to our Mayor and Council to provide:

- An update on the SPA process
- The draft SPA agreed to in principle by the GMs of Planning and Engineering
- Indication that the City Manager will be signing the final draft SPA in June, 2018

As previously communicated in a letter dated March 20, 2018, the final draft SPA is consistent with Council approved policies and plans and current or future Council endorsed planning programs. Given the consistency with existing Council approvals and direction, further Council endorsement of the draft SPA is not required.

Through this letter, I confirm that the City agrees to the final draft SPA and is prepared to sign this agreement in advance of the approval of the Phase Two Investment Plan at the June 28, 2018 Mayors' Council meeting.

Yours truly,



Sadhu A. Johnston  
City Manager

604.873.7627 | [sadhu.johnston@vancouver.ca](mailto:sadhu.johnston@vancouver.ca)

cc: Jerry Dobrovlny, General Manager, Engineering Services  
Gil Kelley, General Manager, Planning, Urban Design and Sustainability

## CONTRIBUTION AGREEMENT

### SURREY-NEWTON-GUILDFORD LIGHT RAIL TRANSIT PROJECT

THIS CONTRIBUTION AGREEMENT made on the 12 day of June, 2018,

BETWEEN:

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**, an entity continued under the *South Coast British Columbia Transportation Authority Act* (British Columbia)  
400-287 Nelson's Court, New Westminster, BC V3L0E7

("TransLink")

AND:

**CITY OF SURREY**  
13450 - 104 Avenue, Surrey, BC V3T 1V8

(the "City")

**WHEREAS:**

- A. The Mayors' Council on Regional Transportation's 2014 report entitled *Regional Transportation Investments, a Vision for Metro Vancouver* (the "**Mayors' Vision**") identifies the development of a 27-kilometre South of Fraser Light Rail Transit network as a key priority to ensuring that the transportation needs of the region are met.
- B. TransLink, as a regional transportation agency, has the mandate to plan, prioritize, secure funding and deliver transportation and transit projects, and create an integrated transportation and transit system within the regional transportation service region as defined in the *South Coast British Columbia Transportation Authority Act* (British Columbia).
- C. The Mayors' Vision includes stage one of the South of Fraser Rapid Transit network, which comprises a 10.5 km light rail transit line extending from Guildford Town Centre to Newton Town Centre via Surrey Centre (the "**Project**").
- D. The City, as the host municipality for the Project, has the mandate of providing governance within its municipal boundaries pertaining to the exercise of powers and duties provided to it by the *Local Government Act* (British Columbia).
- E. The Mayors' Vision calls on parties to enter into one or more Project Partnership Agreements (a "**PPA**") whenever the region is making a major investment involving significant cost and risk, the success of which depends on higher degrees of coordination, collaboration and mutually supportive actions by multiple partners. The Project requires such an investment.

F. The PPA for this Project has four components:

- (i) an executed Memorandum of Understanding between TransLink and the City, dated October 12, 2017;
- (ii) a Supportive Policies Agreement between TransLink and the City dated \_\_\_\_\_, 2018;
- (iii) this Contribution Agreement; and
- (iv) a Master Municipal Agreement to be entered into between TransLink and the City prior to the release of the Request for Proposals for the Project (the “**Master Municipal Agreement**”).

G. This Contribution Agreement is intended to confirm certain minimum financial contributions to be made by the City to ensure the success of the Project.

**NOW THEREFORE:**

The Parties hereby acknowledge, confirm and agree as follows:

**1. INTERPRETATION**

**1.1 Definitions**

In this Contribution Agreement, including the Recitals and Schedules hereto, unless otherwise specified or the context otherwise requires, the following words and expressions have the following meanings:

- (a) “**City’s Acquisitions**” means the lands required for:
  - (i) the Newton Realignment, for which the City will obtain lands as road dedications, which, as of the execution date of this Contribution Agreement, are estimated as described in Schedule A, and which may be subject to modifications (increase or decrease in amount of land) as reasonably required by the final design of the Project;
  - (ii) the Road Construction Project, for which the City will obtain lands as road dedications, which, as of the execution date of this Contribution Agreement, are estimated as described in Schedule A, and which may be subject to modifications (increase or decrease in amount of land) as reasonably required by the final design of the Project; and
  - (iii) the Road Widening Project, for which TransLink will obtain lands as road dedications or discharges of statutory rights of way (including bearing the cost of preparation and submittal of plans and other documents required for such dedications or discharges), for which the City will provide necessary signatures and other reasonably required assistance, and which, as of the execution date of this Contribution Agreement, are estimated as described in Schedule A, and which may be subject to modifications (increase or decrease in amount of land) as reasonably required by the final design of the Project;



- (b) **“City’s Contribution”** means the combined value of the City’s Acquisitions, the Construction Costs, and the Other City Costs;
- (c) **“Construction Costs”** means all those out-of-pocket costs that will be incurred by the City for the Road Construction Project;
- (d) **“LRT Service”** means the light rail transit services provided to customers by way of the Project during the Project’s operations and maintenance stage;
- (e) **“Master Municipal Agreement”** has the meaning set out in Recital F;
- (f) **“Mayors’ Council”** means the Mayors’ Council on Regional Transportation as established under the *South Coast British Columbia Transportation Authority Act*;
- (g) **“Mayors’ Vision”** has the meaning set out in Recital A;
- (h) **“Newton Realignment”** means the realignment of parts of 137<sup>th</sup> Street between 71<sup>st</sup> Avenue and 72<sup>nd</sup> Avenue that is required to be undertaken for the Project and which will be undertaken by either the City or the Project, as will be determined by the City and TransLink, in a professional, competent, timely and diligent manner, in accordance with prevailing industry standards and all applicable municipal, provincial and national codes;
- (i) **“Other City Costs”** means those direct costs incurred by the City up to July 1, 2018 relating to the City’s participation in the Project, including staff time and consultants’ fees;
- (j) **“Party”** means a party to this Contribution Agreement and **“Parties”** means all of them together;
- (k) **“PPA”** means the Project Partnership Agreement as set out in Recital E;
- (l) **“Project”** has the meaning set out in Recital C;
- (m) **“Road Construction Project”** means the road construction works on Central Avenue (formerly referred to as 103<sup>rd</sup> Avenue) between City Parkway and King George Boulevard and any necessary laneways that are required to be undertaken for the Project, and that the City will undertake in a professional, competent, timely and diligent manner, in accordance with prevailing industry standards and all applicable municipal, provincial and national codes;
- (n) **“Road Widening Project”** means the widening of King George Boulevard and the widening of 104 Avenue in order to allow the LRT Service to operate along King George Boulevard and 104 Avenue respectively, which will be undertaken by the Project in a professional, competent, timely and diligent manner, in accordance with prevailing industry standards and all applicable municipal, provincial and national codes, and which the City will permit to occur in a timely manner.

## 1.2 Recitals and Schedules

The Recitals and all Schedules to this Contribution Agreement are incorporated into and form an integral part of this Contribution Agreement.

### 1.3 Number and Gender

In this Contribution Agreement, words importing the singular number include the plural and vice versa and words importing the neuter, masculine or feminine genders include all genders.

### 1.4 Headings

The headings in this Contribution Agreement have been inserted for convenience of reference only and will not affect in any way the meaning or interpretation of this Contribution Agreement.

### 1.5 Statutory References

Each reference in this Contribution Agreement to an enactment is deemed to be a reference to that enactment, and to the regulations made under that enactment, as the same may be amended or re-enacted from time to time.

### 1.6 Status of Agreement

This Contribution Agreement is intended to be binding and legally enforceable by the Parties.

### 1.7 Effective Date

Notwithstanding the execution date of this Contribution Agreement, the effective date of this Contribution Agreement is the date upon which the Mayors' Council approves TransLink's 2018-2027 Investment Plan or such other investment plan (as defined in and required by the *South Coast British Columbia Transportation Authority Act*) that includes the implementation of the Project.

## 2. CITY CONTRIBUTIONS

### 2.1 City's Acquisitions

- (a) The City will, subject to the terms of this Agreement, contribute to the Project the City's Acquisitions at no cost to the Project or to TransLink. The transfer, discharge or release of the City's Acquisitions to the Project or to TransLink, as the case may be, will be undertaken by the City in accordance with this Agreement prior to the financial closure of the Request for Proposals for the Project.
- (b) Subject to section 2.4(c), for the purposes of calculating the City's financial contribution to the Project, the City and TransLink agree that, as of the execution date of this Contribution Agreement, the City's Acquisitions have an estimated value of:
  - (i) \$12,434,646 for the property interests required for the Newton Realignment and the Road Construction Project; and
  - (ii) \$9,889,514 for the property interests required for the Road Widening Project.

### 2.2 Construction Costs

Subject to section 2.4(c), for the purposes of calculating the City's financial contribution to the Project, the City and TransLink agree that the Construction Costs have an estimated value of \$1,000,000 as of the execution date of this Contribution Agreement.

### **2.3 Other City Costs**

Subject to section 2.4(c), for the purposes of calculating the City's financial contribution to the Project, the City and TransLink agree that the Other City Costs have an estimated value of \$1,200,000 as of the execution date of this Contribution Agreement.

### **2.4 Value of City Contributions**

- (a) Subject to section 2.4(c), the City and TransLink agree that the total value of the City's Contribution is estimated at \$24,524,160 as of the execution date of this Contribution Agreement, being the sum of the estimated values attributed to the City's Acquisitions, the Construction Costs, and the Other City Costs.
- (b) The City and TransLink agree that notwithstanding section 2.4(a), the exact value of the City's Contribution will be finally determined by agreement between the City and TransLink when:
  - (i) TransLink determines the final alignment of the LRT Service, which final alignment must include all property rights necessary to construct, operate, maintain and expand the LRT Service;
  - (ii) the list and value of the City's Acquisitions is known, and the Parties agree that the value of the City's Acquisitions will be adjusted on a pro rata basis with reference to the estimated land areas set out in Schedule A;
  - (iii) the Construction Costs have all been incurred and paid for by the City; and
  - (iv) the Other City Costs have all been incurred.
- (c) The City and TransLink agree that should the final value of the City's Contribution be less than \$12,000,000, the City will work with TransLink to provide additional or other fee simple lands, rights of way, licenses, or other rights such that the City's Contribution to the Project is not less than \$12,000,000 (calculated in 2018 dollars and referenced back to the values of such additional or other fee simple lands, rights of way, licenses, or other rights as of the execution date of this Contribution Agreement).
- (d) Each Party will maintain records as required to support the process outlined in section 2.4(b) and will provide those records to the other Party if requested.

### **2.5 Further Commitments**

Each of the City and TransLink agree to act reasonably and use commercially reasonable efforts to negotiate and enter into further agreements to effect and implement the City's financial contributions to the Project, including the Master Municipal Agreement (which will include, as necessary, representations and warranties and further assurances from each of the Parties) or any purchase and sale agreements, rights of way agreements, temporary licences or any other similar agreements reasonably required in respect of the transfer, grants of rights or licensing of the City's Acquisitions and any other rights that the City grants to TransLink.

### **3. MISCELLANEOUS**

#### **3.1 Dispute Resolution**

In the event the Parties at the staff level are not able to resolve a disagreement over the interpretation or application of any provision of this Contribution Agreement in any circumstance, or in the event one Party has not performed an obligation or followed through with a commitment set out in this Contribution Agreement and the Parties cannot agree on what measures or steps should be taken, and by who, to rectify or remedy the situation, and to mitigate the potential adverse impacts to the Project, the Parties will immediately refer the matter in dispute to the Vice President of Transportation Planning and Policy at TransLink and the General Manager Engineering at the City who will meet in person on a priority basis to diligently discuss in good faith a possible resolution. If such individuals cannot resolve the matter in dispute within 15 days of meeting in person (or such other time as the Parties agree), the Parties will immediately refer the matter in dispute to the CEO of TransLink and the City Manager of the City for resolution. If the CEO of TransLink and the City Manager of the City cannot resolve the matter in dispute within 15 days of meeting in person (or such other time as the Parties agree), either Party may refer the matter to be resolved by binding arbitration, in which case each Party will be entitled to full discovery of documents and examination for discovery as provided by the Supreme Court Civil Rules (British Columbia), or any other rules agreed to by the Parties.

#### **3.2 Amendments**

This Contribution Agreement may not be modified or amended except by an instrument in writing signed by each of the Parties.

#### **3.3 Further Assurances**

Each of the Parties will execute and deliver all further documents and instruments and do all further acts and things as may be reasonably required to evidence, carry out and give full effect to the terms and conditions of this Contribution Agreement.

#### **3.4 Notice**

All notices required or permitted to be given under the terms of this Contribution Agreement will be in writing and may be delivered personally, by courier or may be forwarded by first class prepaid registered mail to the addresses set forth on page 1 of this Contribution Agreement or at such other addresses as may from time to time be notified in writing by the Parties. Any notice delivered will be deemed to have been given and received at the time of delivery.

#### **3.5 Assignment**

This Contribution Agreement and the rights, duties and obligations of any Party under this Contribution Agreement will not be assigned by any Party without the prior written consent of the other Parties and any attempt to assign the rights, duties or obligations under this Contribution Agreement without such prior written consent will be of no effect, provided that TransLink may, upon providing written notice to the City, assign this Contribution Agreement to the Province of British Columbia or any project delivery agent for the Project.

IN WITNESS WHEREOF the Parties have executed this Contribution Agreement on the day and year first above written:

**SOUTH COAST BRITISH COLUMBIA  
TRANSPORTATION AUTHORITY**, by its  
authorized signatory

By: \_\_\_\_\_  
Name:  
Title:

**CITY OF SURREY**, by its authorized signatory

By: B. Hayne  
Name: ~~Linda Hepner~~, Mayor **BRUCE HAYNE**  
Title:

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**SCHEDULE A:  
CITY'S ACQUISITIONS**

**City's Acquisitions for Newton Realignment**

1. Property # 171 (Newton Exchange Property, comprising the following civic addresses: 13690 72<sup>nd</sup> Avenue, 13730 72<sup>nd</sup> Avenue, and 7120 136B Street, which are owned by the City), and from which 30,011 ft.<sup>2</sup> will be dedicated as road. Final details are still under review by TransLink and the City to determine which option will be selected for the Newton Realignment and what City lands are to be transferred in fee simple to TransLink, and may be subject to modifications (increase or decrease in amount of land) as reasonably required by the final design of the Project.

**City's Acquisitions for Road Construction Project**

1. Property #3: 10305 King George Boulevard, from which 8,689 ft.<sup>2</sup> will be dedicated as road
2. Property #4: 10302 City Parkway, from which 8,689 ft.<sup>2</sup> will be dedicated as road

**City's Acquisitions for Road Widening Project**

**104<sup>th</sup> Ave Corridor**

1. Property # 1: 10435 King George Boulevard, from which a 201 ft.<sup>2</sup> City SRW will be discharged
2. Property #2: 10388 City Parkway, from which a 968 ft.<sup>2</sup> City SRW will be discharged
3. Property #20: 13769 104 Avenue, from which a 19 ft.<sup>2</sup> City SRW will be discharged
4. Property #21: 13772 104 Avenue, from which a 14 ft.<sup>2</sup> City SRW will be discharged
5. Property #22: 13785 104 Avenue, from which a 491 ft.<sup>2</sup> City SRW will be discharged
6. Property #23: 13820 104 Avenue, from which a 1,107 ft.<sup>2</sup> City SRW will be discharged
7. Property #24: 13805 104 Avenue, from which a 1,066 ft.<sup>2</sup> City SRW will be discharged
8. Property #25: 13845 104 Avenue, from which a 783 ft.<sup>2</sup> City SRW will be discharged
9. Property #26: 13853/89 104 Avenue, from which a 23 ft.<sup>2</sup> City SRW will be discharged
10. Property #27: 13882 104 Avenue, from which a 1,592 ft.<sup>2</sup> City SRW will be discharged
11. Property #50: 14105/41/71 104 Avenue, from which a 215 ft.<sup>2</sup> City SRW will be discharged
12. Property #51: 14177 104 Avenue, being a City property, from which 203 ft.<sup>2</sup> will be dedicated as road
13. Property #52: 14193 104 Avenue, being a City property, from which 580 ft.<sup>2</sup> will be dedicated as road

14. Property #53 14215 104 Street , being a City property, from which 1,609 ft.<sup>2</sup> will be dedicated as road
15. Property #59: 14249 104 Avenue, from which a 48 ft.<sup>2</sup> City SRW will be discharged
16. Property #80: 14455 104 Avenue, from which a 1,635 ft.<sup>2</sup> City SRW will be discharged
17. Property #91: 10418/16 Newark Place, from which a 74 ft.<sup>2</sup> City SRW will be discharged
18. Property #92: 10417/19 Newark Place, from which a 67 ft.<sup>2</sup> City SRW will be discharged
19. Property #98: 14716 104 Avenue, being a City property, from which 5 ft.<sup>2</sup> will be dedicated as road
20. Property #102 10395 148 Street, being a City property, from which 1,056 ft.<sup>2</sup> will be dedicated as road
21. Property #103: 10420 148 Street, from which a 1,084 ft.<sup>2</sup> City SRW will be discharged
22. Property #107: 14831/35/81 104 Avenue, from which a 3,520 ft.<sup>2</sup> City SRW will be discharged
23. Property #108: 14921 104 Avenue, from which a 2,909 ft.<sup>2</sup> City SRW will be discharged
24. Property #111: 10425 150 Street, from which a 1,843 ft.<sup>2</sup> City SRW will be discharged
25. Property #113: 15016 104 Avenue, from which a 2,285 ft.<sup>2</sup> City SRW will be discharged
26. Property #114: 15196 104 Avenue, from which a 1,649 ft.<sup>2</sup> City SRW will be discharged

King George Boulevard Corridor

1. Property #1: 10388 City Parkway, from which a 4,140 ft.<sup>2</sup> City SRW will be discharged
2. Property #2: 10355 City Parkway, from which a 1,786 ft.<sup>2</sup> City SRW will be discharged
3. Property #5: 10225 City Parkway, from which a 1,330 ft.<sup>2</sup> City SRW will be discharged
4. Property #10: 13580 102 Avenue, from which a 309 ft.<sup>2</sup> City SRW will be discharged
5. Property #12: 10190 King George Boulevard, from which a 105 ft.<sup>2</sup> City SRW will be discharged
6. Property #14: 10165 King George Boulevard, from which a 108 ft.<sup>2</sup> City SRW will be discharged
7. Property #15: 10145 King George Boulevard, from which a 265 ft.<sup>2</sup> City SRW will be discharged
8. Property #19: 10121 King George Boulevard, from which a 488 ft.<sup>2</sup> City SRW will be discharged
9. Property #21: 10153 King George Boulevard, from which a 180 ft.<sup>2</sup> City SRW will be discharged
10. Property #25: 10025 King George Boulevard, from which a 1,406 ft.<sup>2</sup> City SRW will be discharged

11. Property #31: 13586 98 Avenue, from which a 1,029 ft.<sup>2</sup> City SRW will be discharged
12. Property #32: 9755 King George Boulevard, from which a 3,334 ft.<sup>2</sup> City SRW will be discharged
13. Property #40: 9436 King George Boulevard, from which a 276 ft.<sup>2</sup> City SRW will be discharged
14. Property #41: 9457 King George Boulevard, from which a 4,021 ft.<sup>2</sup> City SRW will be discharged
15. Property #42: 9414 King George Boulevard, from which a 377 ft.<sup>2</sup> City SRW will be discharged
16. Property #43: 9376 King George Boulevard, from which is 533 ft.<sup>2</sup> City SRW will be discharged
17. Property #44: 9348 King George Boulevard, from which a 1,654 ft.<sup>2</sup> City SRW will be discharged
18. Property #45: 13499 92 Avenue, from which a 4 ft.<sup>2</sup> City SRW will be discharged
19. Property #46: 9310 King George Boulevard, from which a 463 ft.<sup>2</sup> City SRW will be discharged
20. Property #69: 13598 89 Avenue, from which a 216 ft.<sup>2</sup> City SRW will be discharged
21. Property #88: 8395 King George Boulevard, from which a 52 ft.<sup>2</sup> City SRW will be discharged
22. Property #89: 13630/40 84 Avenue, from which a 1,893 ft.<sup>2</sup> City SRW will be discharged
23. Property #101: 8076 King George Boulevard, from which a 230 ft.<sup>2</sup> City SRW will be discharged
24. Property #110: 7999 King George Boulevard, from which a 113 ft.<sup>2</sup> City SRW will be discharged
25. Property #33: 9987 King George Boulevard, being a City property, from which 343 ft.<sup>2</sup> will be dedicated as road
26. Property #55: 9238 King George Boulevard, being a City property, from which 1,771 ft.<sup>2</sup> will be dedicated as road
27. Property #74: 8969 King George Boulevard, being a City property, from which 472 ft.<sup>2</sup> will be dedicated as road
28. Property #111: 13586/84 79A Avenue, from which a 161 ft.<sup>2</sup> City SRW will be discharged
29. Property #112: 13650 80 Avenue, from which a 38 ft.<sup>2</sup> City SRW will be discharged
30. Property #118: TPSS 15 King George Boulevard, from which a 961 ft.<sup>2</sup> City SRW will be discharged
31. Property #125: 13581 77 Avenue, from which a 38 ft.<sup>2</sup> City SRW will be discharged
32. Property #126 13560/82 77 Avenue, from which a 33 ft.<sup>2</sup> City SRW will be discharged



33. Property #130: 7555/7577 King George Boulevard, from which a 148 ft.<sup>2</sup> City SRW will be discharged
34. Property #131: 7550 King George Boulevard, from which a 888 ft.<sup>2</sup> City SRW will be discharged
35. Property #137: 7404 King George Boulevard, from which a 474 ft.<sup>2</sup> City SRW will be discharged
36. Property #139: 7380 King George Boulevard, from which a 782 ft.<sup>2</sup> City SRW will be discharged
37. Property #144: 7322/20 King George Boulevard, from which a 185 ft.<sup>2</sup> City SRW will be discharged

Other

1. Property #122: (TPSS SITE) 10353 144<sup>th</sup> Street, being a City property, from which will remain a 5,343 ft.<sup>2</sup> fee-simple parcel, net of road dedications

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GG 6/12/18 9:14 AM

**Attachment 5 –  
Millennium Line  
Broadway  
Extension  
Contribution  
Agreement  
[To Come]**

**TO:** TransLink Board of Directors  
Mayors' Council on Regional Transportation

**FROM:** Geoff Cross, Vice President, Transportation Planning and Policy  
Steve Vanagas, Vice President, Customer Communications & Public Affairs

**DATE:** June 22, 2018

**SUBJECT:** **ITEM 7.1 – Adoption of the existing Regional Transportation Strategy (RTS)**

---

**PROPOSED RESOLUTIONS:**

TransLink Board of Directors

That the TransLink Board of Directors approves the Regional Transportation Strategy, attached as Appendix 2 to the report dated June 22, 2018 titled "Adoption of the existing Regional Transportation Strategy (RTS), as the long-term strategy under s. 193 of the *South Coast British Columbia Transportation Authority Act*.

Mayors' Council on Regional Transportation

That the Mayors' Council on Regional Transportation approves the Regional Transportation Strategy, attached as Appendix 1 to the report dated June 22, 2018 titled "Adoption of the existing Regional Transportation Strategy (RTS), as the long-term strategy under s. 193 of the *South Coast British Columbia Transportation Authority Act*.

---

**EXECUTIVE SUMMARY**

TransLink has a legislative requirement under the *South Coast British Columbia Transportation Authority Act (SCBCTA)* to update its long term strategy every five years. The existing long term strategy, known as the Regional Transportation Strategy (RTS), is due to be updated by August 1, 2018. TransLink is proposing to re-adopt the existing RTS while a comprehensive update of the long term strategy is undertaken through 2019.

**BACKGROUND**

As Metro Vancouver's transportation authority, TransLink is responsible for developing a long-term strategy that sets out the goals and direction for regional transportation in Metro Vancouver for the next 30 years. With that, we have a legislative requirement under the *South Coast British Columbia Transportation Authority Act (SCBCTA)* to update our [Regional Transportation Strategy \(RTS\)](#) every five years. The existing RTS was adopted in 2013 and is due to be updated by August 1, 2018.

Since 2013, TransLink and the Mayors' Council on Regional Transportation have used the RTS to guide the development of a 10-year implementation plan – [the 10-Year Vision](#). The *10-Year Vision*, which was approved in 2014, outlines the near-term transportation priorities for the region. The process to secure funding to implement the *10-Year Vision* is being undertaken in three investment plan phases. [Phase 1](#)

---

[Investment Plan](#) was approved in 2016, the Phase 2 Investment Plan will be submitted to the TransLink Board and Mayors' Council on June 28<sup>th</sup>, 2018, and work on developing the Phase 3 Investment Plan is scheduled to begin in 2020.

The development and negotiation of the funding for the first two investment plans has taken longer than expected, which has meant TransLink was not been able to begin planning for the RTS update in time to meet the August 1, 2018 deadline of updating the strategy. With the completion of the Phase 2 Investment Plan, TransLink staff is now ready to begin a comprehensive update to the RTS.

## **DISCUSSION**

### **Meeting the Statutory Legislative Requirement**

By practice and legislative requirement, TransLink consults with the public and key stakeholders on all major initiatives that have potential to impact people, and considers their feedback as advice to adjust those initiatives. To satisfy the consultation requirement of the re-adoption of the existing RTS, we informed key stakeholders identified in S. 193 of the *SCBCTA Act* of our plan to re-adopt the existing RTS via written correspondence in late May 2018 as well as through an update to the TransLink website. A list of the key stakeholders can be seen in the attached consultation summary report. In doing so, we gave the public and key stakeholders an opportunity to provide us with feedback on the plan.

The consultation summary report describes exactly how we informed stakeholders of the plan to re-adopt the existing RTS during the update process. TransLink used primarily digital outreach to solicit public and stakeholder feedback on the strategy to re-adopt the existing RTS, including updates to the existing Regional Transportation Strategy web page on the TransLink website, as well as a feedback email address.

Feedback was welcomed during the consultation period from May 24 to June 1, 2018. During this time, the web page had 168 page views, with 143 of them being unique page views. Visitors spent an average of 3:02 minutes on the page.

Staff did not receive any comments from the stakeholders contacted, nor from the public through the engagement email address.

## **NEXT STEPS**

### **The Comprehensive RTS Update Process**

The Metro Vancouver region, the province and the world in general are facing a period of rapid technological and economic change over the next 30 years with developments in digital connectivity, and the automation and electrification of vehicles, bringing both potential opportunity and disruption.

TransLink management are therefore proposing to undertake planning work in five phases:

1. Looking Ahead (Future Scenarios)
2. Desired Future (Vision, Goals, Targets, Performance Metrics)
3. Strategic Framework (Shared Roadmap)
4. Network Concept (Bike, Road, Transit)
5. 15-Year Implementation Blueprint

In our experience, the most successful regions are those where transportation, land use, and economic development are planned together with a high degree of coordination. Recognizing the important roles that all of us play in planning and managing transportation, land use, and economic development, the TransLink Board and Mayors' Council have invited Metro Vancouver Regional District and the Province of British Columbia to partner with TransLink on the RTS planning process, which will start with long-range scenario planning, focused on developing a shared understanding of the key trends and plausible futures that we're likely to face, and working towards agreement on our desired future. We imagine that this exercise could be fairly similar to the Port 2050 Scenario Planning exercise that Port of Vancouver started several years ago. This shared understanding will be used to inform and evaluate the efficacy of draft strategies and actions in the RTS to achieve our desired future.

The TransLink Board reviewed and approved the overall engagement strategy for the update to the RTS (*Stakeholder & Public Engagement Framework for the 2019 Regional Transportation Strategy*) at the March 29<sup>th</sup>, 2018 meeting.

The Joint Planning Committee will continue to provide input and direction to the RTS update process, and updates on progress will be provided by the Co-Chairs of the Joint Planning Committee to the TransLink Board and Mayors' Council.

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## **ATTACHMENTS**

*Appendix 1 - Regional Transportation Strategy (RTS): Re-Adoption of the Existing RTS, Public Consultation Summary Report*

*Appendix 2 – Regional Transportation Strategy – Strategic Framework (2013)*

---

[1]

APPENDIX 1

# Regional Transportation Strategy (RTS): Re-adoption of the Existing RTS Public Consultation Summary Report

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## BACKGROUND

As Metro Vancouver's transportation authority, TransLink is responsible for developing a long-term strategy that sets out the goals and direction for regional transportation in Metro Vancouver for the next 30 years. With that, we have a legislative requirement under the *South Coast British Columbia Transportation Authority Act* (SCBCTA) to update our [Regional Transportation Strategy \(RTS\)](#) every five years. The existing RTS was adopted in 2013 and is due to be updated by August 1, 2018.

Since 2013, TransLink and the Mayors' Council on Regional Transportation have used the RTS to guide the development of a 10-year implementation plan – [the 10-Year Vision](#). The *10-Year Vision*, which was approved in 2014, outlined the near-term transportation priorities for the region. The process to secure funding to implement the *10-Year Vision* is being undertaken in three investment plan phases. [Phase 1 Investment Plan](#) was approved in 2016, the Phase 2 Investment Plan will be submitted to the TransLink Board and Mayors' Council on June 28<sup>th</sup>, 2018, and work on developing the Phase 3 Investment Plan is scheduled to begin in 2020.

With the completion of the Phase 2 Investment Plan, TransLink is now ready to begin preparing for a comprehensive update to the RTS.

By practice and legislative requirement, TransLink consults with the public and key stakeholders on all major initiatives that have potential to impact people, and considers their feedback as advice to adjust those initiatives.

Under the *South Coast British Columbia Transportation Authority Act*, TransLink is legislatively required to update its long-range (30-year) Regional Transportation Strategy (RTS) every five (5) years. The current strategy was adopted in 2013 and the next update is due by August 1, 2018. TransLink will be seeking approval from the Board adopt the existing 2013 RTS at the June 28<sup>th</sup> Joint Board and Mayors' Council Meeting to meet the August 1, 2018 deadline while ongoing work is undertaken on a more comprehensive update process. Required consultation for the August 1, 2018 re-adoption occurred at the end of May, 2018.



Consultation requirements specific to long-term strategies are outlined in Section 9 (193) of the SCBCTA Act:

*Before completing the first long term strategy, the authority must consult*

- (a) with the persons referred to in a consultation plan adopted by the board, and*
- (b) in a manner consistent with that plan.*

*Before completing a long term strategy, the authority must consult with*

- (a) the Greater Vancouver Regional District,*
- (b) the public in the transportation service region,*
- (c) the local governments having jurisdiction over the municipalities in or adjacent to the transportation service region,*
- (d) agencies of the government and agencies of the government of Canada involved in providing or facilitating transportation of people or goods in the transportation service region,*
- (d.1) the mayors' council on regional transportation,*
- (e) the minister, and*
- (f) any other persons the authority considers appropriate.*

## SUMMARY OF ACTIVITY

TransLink used primarily digital outreach to solicit public and stakeholder feedback on the plan to re-adopt the existing RTS during the update process. Consultation included: updates to the existing Regional Transportation Strategy web page on the TransLink website <https://www.translink.ca/Plans-and-Projects/Regional-Transportation-Strategy.aspx>, as well as a feedback email address, [publicengagement@translink.ca](mailto:publicengagement@translink.ca).

Feedback was welcomed during the consultation period of May 24 to June 1, 2018. During this time, the page had 168 page views, 143 of them being unique page views. Visitors spend an average of 3:02 minutes on the page.

As per our legislated requirements, TransLink provided written notification distributed to its stakeholders as follows:

**(a) *the Greater Vancouver Regional District,***  
Metro Vancouver

Greg Moore	Board Chair	<a href="mailto:chair@metrovancover.org">chair@metrovancover.org</a>
Carol Mason	CAO, Metro Vancouver	<a href="mailto:Carol.mason@metrovancover.org">Carol.mason@metrovancover.org</a>

**(b) *the public in the transportation service region,***  
Notification through our website

**(c) *the local governments having jurisdiction over the municipalities in or adjacent to the transportation service region,***  
Municipal Mayors and councils, TFN, Electoral District 'A'

Maria Harris, Director	Electoral Area 'A'	<a href="mailto:maria@mariaharris.ca">maria@mariaharris.ca</a>
Mayor John McEwen	Village of Anmore	<a href="mailto:johnmcewen@shaw.ca">johnmcewen@shaw.ca</a>
Mayor Ralph Drew	Village of Belcarra	<a href="mailto:rdrew@belcarra.ca">rdrew@belcarra.ca</a>
Mayor Murray Skeels	Island Municipality of Bowen Island	<a href="mailto:mskeels@bimbc.ca">mskeels@bimbc.ca</a>
Mayor Derek Corrigan	City of Burnaby	<a href="mailto:mayor@burnaby.ca">mayor@burnaby.ca</a>
Mayor Richard Stewart	City of Coquitlam	<a href="mailto:rstewart@coquitlam.ca">rstewart@coquitlam.ca</a>
Mayor Lois Jackson	The City of Delta	<a href="mailto:mayor@delta.ca">mayor@delta.ca</a>
Mayor Ted Schaffer	City of Langley	<a href="mailto:tschaffer@langleycity.ca">tschaffer@langleycity.ca</a>
Mayor Jack Froese	Township of Langley	<a href="mailto:jfroese@tol.ca">jfroese@tol.ca</a>
Mayor Karl Buhr	Village of Lions Bay	<a href="mailto:mayor.buhr@lionsbay.ca">mayor.buhr@lionsbay.ca</a>

Mayor Nicole Read	City of Maple Ridge	<a href="mailto:nread@mapleridge.ca">nread@mapleridge.ca</a>
Mayor Jonathan Coté	City of New Westminster	<a href="mailto:jcote@newwestcity.ca">jcote@newwestcity.ca</a>
Mayor Darrell Mussatto	City of North Vancouver	<a href="mailto:DMussatto@cnv.org">DMussatto@cnv.org</a>
Mayor Richard Walton	District of North Vancouver	<a href="mailto:rwalton@dnv.org">rwalton@dnv.org</a>
Mayor John Becker	City of Pitt Meadows	<a href="mailto:jbecker@pittmeadows.bc.ca">jbecker@pittmeadows.bc.ca</a>
Mayor Greg Moore	City of Port Coquitlam	<a href="mailto:mooreg@portcoquitlam.ca">mooreg@portcoquitlam.ca</a>
Mayor Mike Clay	City of Port Moody	<a href="mailto:mclay@portmoody.ca">mclay@portmoody.ca</a>
Mayor Malcolm Brodie	City of Richmond	<a href="mailto:mayorea@richmond.ca">mayorea@richmond.ca</a>
Mayor Linda Hepner	City of Surrey	<a href="mailto:mayor@surrey.ca">mayor@surrey.ca</a>
Mayor Gregor Robertson	City of Vancouver	<a href="mailto:g.robertson@vancouver.ca">g.robertson@vancouver.ca</a>
Mayor Michael Smith	District of West Vancouver	<a href="mailto:msmith@westvancouver.ca">msmith@westvancouver.ca</a>
Mayor Wayne Baldwin	City of White Rock	<a href="mailto:wbaldwin@whiterockcity.ca">wbaldwin@whiterockcity.ca</a>
Chief Bryce Williams	Tsawwassen First Nation	<a href="mailto:bwilliams@tsawwassenfirstnation.com">bwilliams@tsawwassenfirstnation.com</a>

**(d) agencies of the government and agencies of the government of Canada involved in providing or facilitating transportation of people or goods in the transportation service region,**

Hon. Claire Trevena	BC Minister of Transportation and Infrastructure	<a href="mailto:Claire.Trevena@gov.bc.ca">Claire.Trevena@gov.bc.ca</a> ; <a href="mailto:Minister.Transportation@gov.bc.ca">Minister.Transportation@gov.bc.ca</a>
William Beale James Papadopolous	Ministerial staff	<a href="mailto:William.beale@gov.bc.ca">William.beale@gov.bc.ca</a> <a href="mailto:James.papadopoulos@gov.bc.ca">James.papadopoulos@gov.bc.ca</a>
Hon. Marc Garneau	Minister of Transport	<a href="mailto:Marc.Garneau@tc.gc.ca">Marc.Garneau@tc.gc.ca</a>
Jean-Philippe Arseneault	Ministerial staff	<a href="mailto:jean-philippe.arseneau@tc.gc.ca">jean-philippe.arseneau@tc.gc.ca</a>
Hon. Amarjeet Sohi	Minister of Infrastructure and Communities	<a href="mailto:Amarjeet.Sohi@parl.gc.ca">Amarjeet.Sohi@parl.gc.ca</a> ; <a href="mailto:amarjeet.sohi@canada.ca">amarjeet.sohi@canada.ca</a>
Leslie O'Leary	Ministerial staff	<a href="mailto:leslie.oleary@canada.ca">leslie.oleary@canada.ca</a>
Lorraine Cunningham	Chair, TransLink Board of Directors	<a href="mailto:Lorraine.Cunningham@translink.ca">Lorraine.Cunningham@translink.ca</a>

**(d.1) the Mayors' Council on Regional Transportation,**  
Chair of the Mayors' Council

Derek Corrigan	Mayor of the City of Burnaby	<a href="mailto:mayor.corrigan@burnaby.ca">mayor.corrigan@burnaby.ca</a>
----------------	------------------------------	--------------------------------------------------------------------------

**(e) the Minister,**  
The Province of British Columbia

Hon. Selina Robinson	Minister of Municipal Affairs and Housing	<a href="mailto:selina.robinson.MLA@leg.bc.ca">selina.robinson.MLA@leg.bc.ca</a> ; <a href="mailto:MAH.Minister@gov.bc.ca">MAH.Minister@gov.bc.ca</a>
----------------------	-------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------

		<a href="mailto:Selina.Robinson@gov.bc.ca">Selina.Robinson@gov.bc.ca</a>
Craig Ashbourne Daniel Gardea	Ministerial Staff	<a href="mailto:craig.ashbourne@gov.bc.ca">craig.ashbourne@gov.bc.ca</a> <a href="mailto:Daniela.gardea@gov.bc.ca">Daniela.gardea@gov.bc.ca</a>
Bowinn Ma	Parliamentary Secretary for TransLink	<a href="mailto:bowinn.ma.MLA@leg.bc.ca">bowinn.ma.MLA@leg.bc.ca</a> ; <a href="mailto:Bowinn.Ma@gov.bc.ca">Bowinn.Ma@gov.bc.ca</a>

Staff received no comments back from any stakeholder contacted, nor from the public through the email address, [publicengagement@translink.ca](mailto:publicengagement@translink.ca).

In context, the consultation overlapped with concurrent surveys of the B-Line, as well as the Maple Ridge/Pitt Meadows Area Transport Plan, still in progress. The public has also been recently consulted heavily on transit fares through the Transit Fare Review, on LRT in Surrey, and TransLink's 2018 Investment Plan.

## CONSULTATION ACTIVITIES AND NOTIFICATION

### DIGITAL ENGAGEMENT:

Feedback was welcomed through the Regional Transportation Strategy web page on the TransLink website <https://www.translink.ca/Plans-and-Projects/Regional-Transportation-Strategy.aspx>.

This webpage indicated to visitors that, as Metro Vancouver's transportation authority, TransLink is responsible for developing a long-term strategy that will address future transportation opportunities and challenges. With that, TransLink has a legislative requirement under the South Coast British Columbia Transportation Authority Act (SCBCTA) to update its [Regional Transportation Strategy \(RTS\)](#) every five years. The existing RTS was adopted in 2013 and is due to be updated by August 1, 2018. The web content further informed visitors of TransLink's intent to re-adopt its existing RTS as TransLink's long-term strategy while a comprehensive update process is undertaken.

Feedback was welcomed during the consultation period of May 24 to June 1, 2018. During this time, the page had 168 page views, 143 of them being unique page views. Visitors spend an average of 3:02 minutes on the page.

Feedback on the plan to extend the existing RTS was further welcomed on the website through a dedicated email address, [publicengagement@translink.ca](mailto:publicengagement@translink.ca).

## PROMOTING ENGAGEMENT

Promotion of the consultation happened via the TransLink website as well as through direct correspondence with key stakeholders.

## NEXT STEPS

As part of RTS update process through 2018 and 2019, TransLink will be looking at global and regional trends, opportunities and challenges, and asking the region to chart a long-term path forward to meet the growing demands on the transportation system.

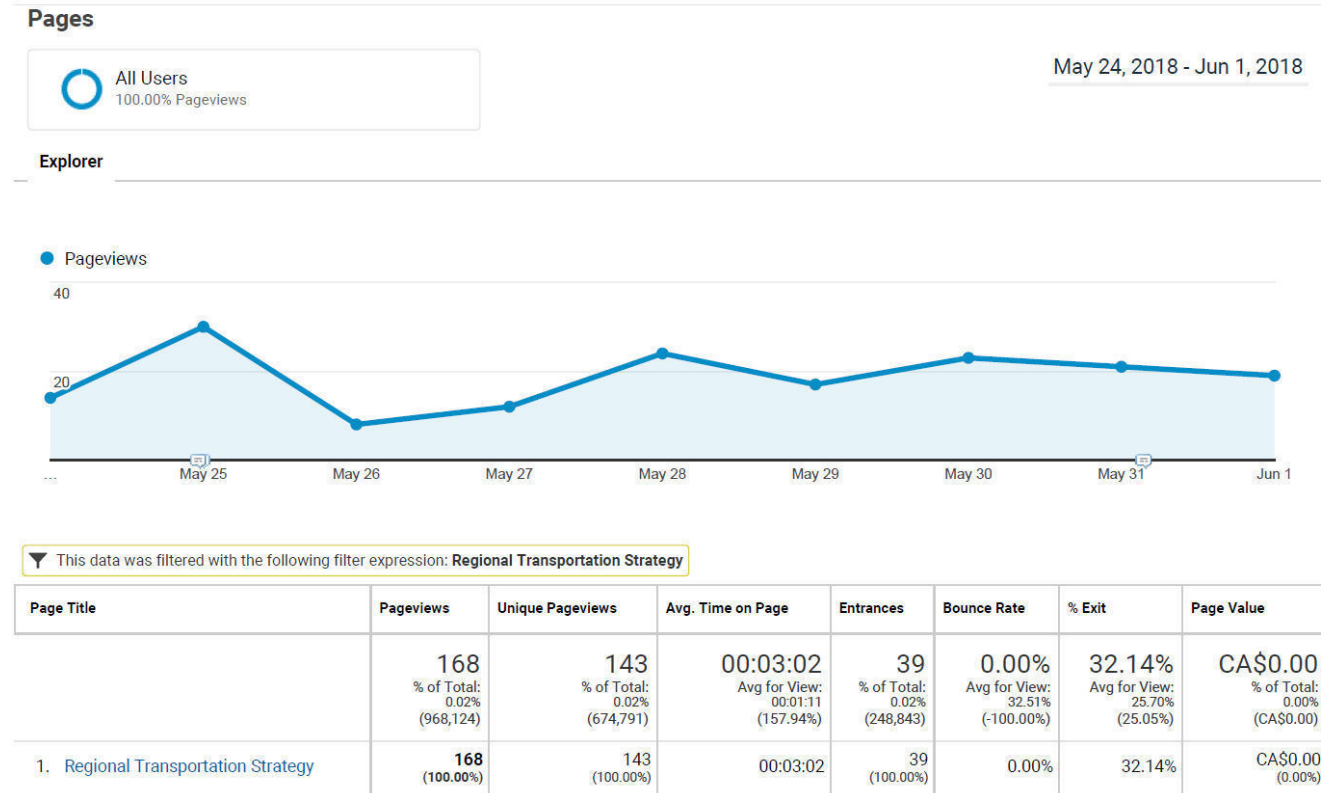
The update to the RTS will ask the region to think beyond the next 10 years. What does the future look like? How do we position the region for success? What are the important choices we need to make?

The RTS sets out the vision, goals, principles, strategies, and key initiatives to help guide transportation decisions in Metro Vancouver over the next 30 years.

As Metro Vancouver's transportation authority, TransLink is responsible for developing a transportation plan, in partnership with federal, provincial, regional and local government authorities, stakeholders, and the public that will address future transportation opportunities and challenges.

## APPENDICES

### APPENDIX A. WEBPAGE ANALYTICS DURING CONSULTATION PERIOD



## APPENDIX B. WEBPAGE UPDATES

### TRANSLINK WEBPAGE UPDATE

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TransLink > Plans & Projects > Regional Transportation Strategy

PRINT A A A

Accessible Version

**Regional Transportation Strategy**

Our current long-term strategy, the [Regional Transportation Strategy \(RTS\) Strategic Framework- July 2013](#), sets out the vision, goals, principles, strategies, and key initiatives to help guide transportation decisions in Metro Vancouver to 2045.

Priority actions for the first part of that period are detailed in the [10-Year Vision](#), which was developed by the Mayors' Council in 2014. The initiatives set out in the 10-Year Vision are being delivered in several phases as funding becomes available.

The Phase 1 Investment Plan was approved in November 2016 and began implementation in 2017. The Phase 2 Investment Plan is set to be approved on June 28, 2018.

We are now beginning to turn our attention to what comes next.

We want to have a region-wide conversation about what the future looks like and how we can position the region for success for the next 30 years. The outcome of that conversation, which will include consultation with all levels of government, key stakeholders and the public, will enable us to provide a comprehensive update to the existing RTS which we're legislatively required to do every five years.

Opportunities for you to participate in the update process will be coming later in 2018. Stay tuned!

If you have any questions or comments about the RTS , please email as at [publicengagement@translink.ca](mailto:publicengagement@translink.ca)

**Related Documents**

- [RTS Strategic Framework](#)
- [RTS Backgrounders](#)
- [Research](#)
- [Implementation Planning](#)
- [Transport 2040](#)
- [Transport 2021](#)
- [All RTS Docs](#)

Vision | Challenge & Opportunity | Rethinking Transportation | The Process | **RTS Update Process**

As part of the RTS update process through 2018 and 2019, we will be looking at global and regional trends, opportunities and challenges, and asking the region to chart a long-term path forward to meet the growing demands on the transportation system.

The update to the RTS will ask the region to think beyond the next 10 years. What does the future look like? How do we position the region for success? What are the important choices to consider?

The RTS will set out the vision, goals, principles, strategies, and key initiatives to help guide transportation decisions in Metro Vancouver over the next 30 years.

As Metro Vancouver's transportation authority, we're responsible for developing a transportation plan, in partnership with federal, provincial, regional and local government authorities, stakeholders, and the public that will address future transportation opportunities and challenges.

Opportunities for you to participate in the update process will be coming soon. Stay tuned!

Tweet Share 4

## APPENDIX C. LETTER TO STAKEHOLDERS

### LETTER TO STAKEHOLDERS



**TransLink**  
400 - 287 Nelson's Court  
New Westminster, BC V3L 0E7  
Canada  
Tel 778.375.7500  
translink.ca

South Coast British Columbia  
Transportation Authority

May 25, 2018

**Re: TransLink's Regional Transportation Strategy (RTS) Intent to Re-adopt Existing RTS While Update is in Progress**

As Metro Vancouver's transportation authority, TransLink is responsible for developing a long-term strategy that will address future transportation opportunities and challenges. With that, we have a legislative requirement under the South Coast British Columbia Transportation Authority Act (SCBCTA) to update our [Regional Transportation Strategy \(RTS\)](#) every five years. The existing RTS was adopted in 2013 and is due to be updated by August 1, 2018. We are writing to inform you of our intent to re-adopt our existing RTS as TransLink's long-term strategy while a comprehensive update process is undertaken.

The existing RTS sets out the goals and direction for regional transportation in Metro Vancouver for the next 30 years. Since 2013, TransLink and the Mayors' Council on Regional Transportation have used the RTS to guide the development of a 10-year implementation plan – [the 10-Year Vision](#) – which outlines the near-term transportation priorities for the region. To secure the necessary funding to support the implementation of the 10-Year Vision, TransLink is in the process of seeking approval of the [Phase 2 Investment Plan](#).

By practice and legislative requirement, TransLink consults with the public and key stakeholders on all major initiatives that have potential to impact people in the region. The feedback we receive is considered as advice to adjust those initiatives.

As we turn our attention to the next 30 years, we want to have a region-wide conversation about what the future looks like and how we can position the region for success. To allow the necessary time to provide a more comprehensive update to the RTS, TransLink is proposing to meet the legislative deadline of August 1, 2018, by re-adopting the 2013 RTS until the new RTS is completed in 2019. We will be seeking your input throughout the update process and will provide you with more information on how you can participate soon.

If you have any questions, comments, or concerns about TransLink's intent to re-adopt the existing RTS, please contact Drew Ferrari at [PublicEngagement@Translink.ca](mailto:PublicEngagement@Translink.ca) or 778-375-6766 by June 1, 2018.

Thank you,

A handwritten signature in black ink that reads "Kevin Desmond".

Kevin Desmond  
Chief Executive Officer





# REGIONAL TRANSPORTATION STRATEGY

## Strategic Framework

July 2013





## A MESSAGE FROM THE BOARD CHAIR

Over the next 30 years, our region will grow by one million more people, placing greater demand on our transportation system. As the region's transportation authority, our job is to develop a transportation plan, in concert with federal, provincial, regional and local government authorities, stakeholders and the public that will address this transportation challenge.

After 18 months of extensive collaboration and consultation, I am pleased to present the first component of a 30-year transportation strategy that strongly supports the vision we all share for a healthy, prosperous and sustainable region for future generations.

We heard from people across the region that they value the high quality of life here, but are concerned that it will deteriorate if we do not take action especially on the key issues of affordability, housing and transportation. We heard support for an approach that does not simply aim to invest our way out of congestion; but that also takes steps to manage demand, give people more travel choices, and put more housing and jobs closer to transit. Taken together, these actions will go a long way to making this region both more livable and more affordable.

As a result of the transportation and land use planning decisions this region has made over the past several decades, we live in one of the most desirable places in the world. In this document, we have laid the groundwork for an updated strategy that will ensure we maintain this high quality of life while we continue to welcome substantial numbers of new residents to the region.

We have a lot of work to do to translate this vision into action. Through the rest of this year and into early next year, we will work with governments, stakeholders and the people of the region to craft a plan to implement this vision. Through this process we will identify specific actions to give people and business more choice by better integrating land use and transportation. We will also identify actions to make our transportation network more efficient and effective including pricing demand fairly. We will collectively define what transportation investments we need, how much we can afford, and how we will pay for them. I am looking forward to this dialogue – I hope you will join us.

Nancy Olewiler | Board Chair



# REGIONAL TRANSPORTATION STRATEGY

## Strategic Framework July 2013

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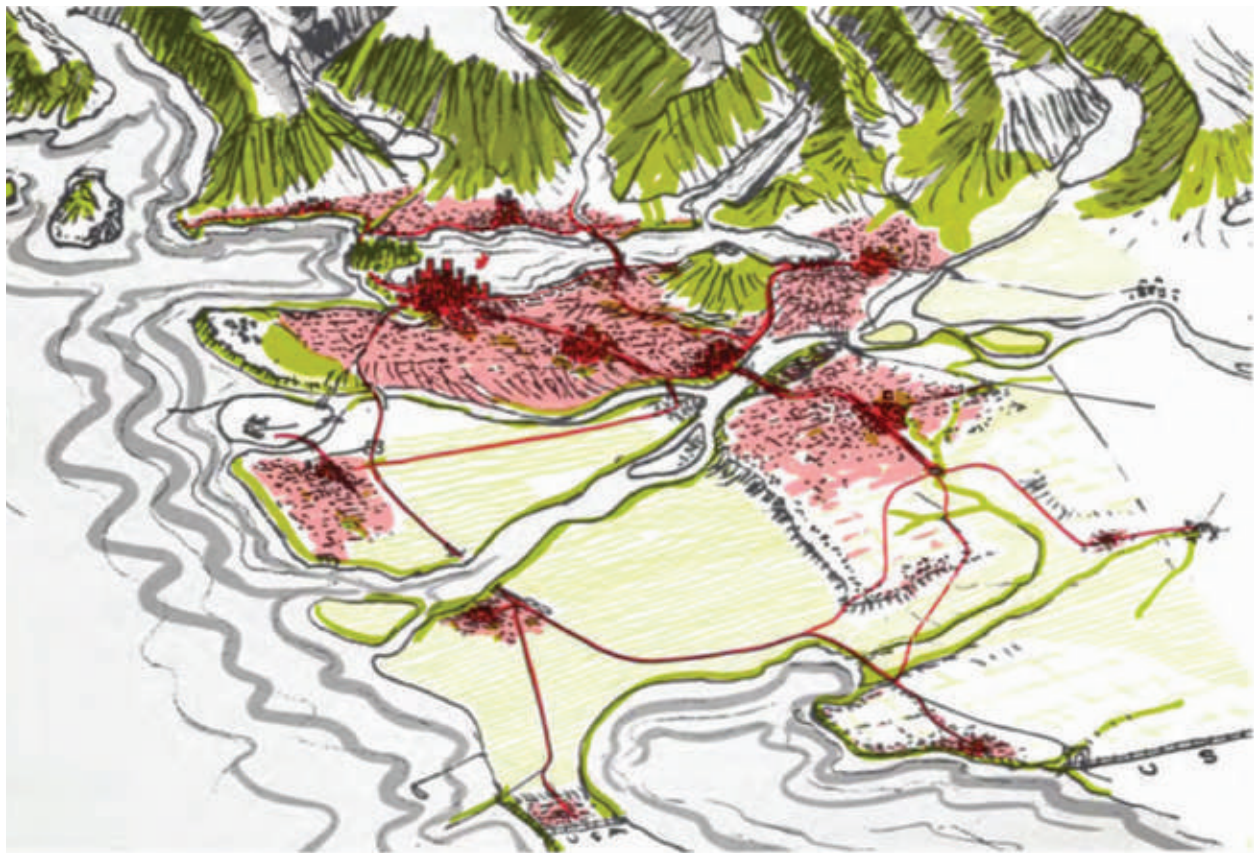


# A SHARED VISION

Metro Vancouver is one of the most livable regions in the world. It is beautiful, prosperous and, by global urban standards, environmentally pristine.

One of the region's enduring strengths is its consistent vision for regional growth management, supported and reinforced by an effective transportation system. Metro Vancouver introduced its first "Livable Region Plan" in 1975, setting out an urban development pattern that would serve the people and save the land. Given the region's limited land base and its rapidly growing population, the leaders of the day – and all those since – resolved to focus growth and development in a series of compact centres that would be easy to get around and would allow for preservation of the parks, natural spaces and agricultural lands that enhance our quality of life.

## 1975 Livable Region Plan





To help realize this vision, TransLink was founded in 1999 as an integrated, regional transportation authority to provide a multi-modal regional transportation system that moves people and goods and supports:

- 1 the goals of the Regional Growth Strategy (successors to the Livable Region Plan);
- 2 regional economic development; and
- 3 regional and provincial environmental objectives.

In service to these goals, TransLink is updating the current long-range plan, Transport 2040. Over the coming year, and working in collaboration with its partners and the public, TransLink will reconsider, refine and seek broad agreement on a transportation action plan that will help maintain Metro Vancouver's position as one of the best places in the world to live.

### 1 A region that is vibrant and sustainable

In 2011, Metro Vancouver adopted a new Regional Growth Strategy (RGS) articulating five growth management goals:

- i create a compact urban area;
- ii support a sustainable economy;
- iii protect the environment and respond to climate change impacts;
- iv develop complete communities; and
- v support sustainable transportation choices.

The RGS also emphasizes the importance of coordinating land use and transportation, recognizing that the location of jobs and housing fundamentally determines where and how much people, goods and services need to travel. In seeking to reduce those travel distances and to increase the likelihood that trips can be made by walking, cycling or transit, TransLink will work to align transportation infrastructure and services more closely with land use decisions that are the responsibility of Metro Vancouver, member municipalities, treaty first nations, electoral areas, and the Port and Airport authorities.



## 2 A region where people and businesses prosper

Economic activity depends upon the transportation system to bring people, goods, and services together at the right time and in the right place. An efficient system ensures that: employers can recruit and retain skilled workers from across the region; students can make it to class; manufacturers and distributors can be confident of “just-in-time” deliveries, within the region and around the world; families can get to the store; and service providers can reach client sites, reliably, each day. TransLink recognizes that when our transportation system performs well, individuals and businesses reap direct economic benefits; when it falls short, we all incur costs—through lost productivity, foregone transactions and lost opportunities for personal fulfillment.

## 3 A region where air is clean and the land and people are healthy

Transportation is a major source of greenhouse gas (GHG) emissions in BC. The BC Climate Action Plan aims to reduce GHGs by 33% by 2020 and by 80% by 2050, from 2007 levels. Motor vehicle traffic is also a significant regional source of hazardous air contaminants. Metro Vancouver’s Integrated Air Quality and Greenhouse Gas Management Plan set goals to protect public health and the environment; improve visual air quality; and minimize the contribution to global climate change. The Regional Transportation Strategy can help achieve these objectives by creating and supporting a cleaner, more efficient transportation system.



# THE REGION IS MAKING PROGRESS

Thanks to the support from local, provincial and federal governments, we have made sweeping changes to regional transportation infrastructure in the last three decades. We built three rapid transit lines since 1986, with another now under construction; increased bus service by 50% since 2002; built strategic links in the road network; and added, rebuilt or replaced bridges. The result is a transportation system that supports the local economy, connects the region to the rest of Canada, connects Canada to the rest of the world, and is frequently held up as a North American model of integrated, multi-modal planning.

## A challenge ...

Over the next 30 years, Metro Vancouver is expected to welcome one million additional residents, adding 500,000 jobs and three million more passenger trips every day. Yet in a region locked between mountains, an ocean, an international border and a protected agricultural zone, there is little room to expand outwards or accommodate additional automobile infrastructure. At the same time, our population is aging, energy prices are rising and while vehicle technology is evolving, we face a gathering shortage in conventional energy supplies. The economic reality has also changed. The 2008 recession was not so much a bump in the road as a shift in gears. The new economy can still be healthy. It will still expand. There are promising signs that senior levels of government are committed to supporting public transportation. But in general, individuals, businesses and governments are all watching their budgets closely. Our challenge – as we work to improve our quality of life even as we increase our population – is to make our communities and transportation system work better, at a cost that taxpayers find affordable.

## ... and an opportunity

We have reason to believe this is possible. Metro Vancouver is a continental leader in building compact, complete communities that enable people to live closer to their work, to the services they need and the amenities they want. And residents have an increasing amount of choice in how they get around. More than 90% of the places where people live and work in Metro Vancouver can be reached by public transit – a much higher level than most comparably sized regions in North America.

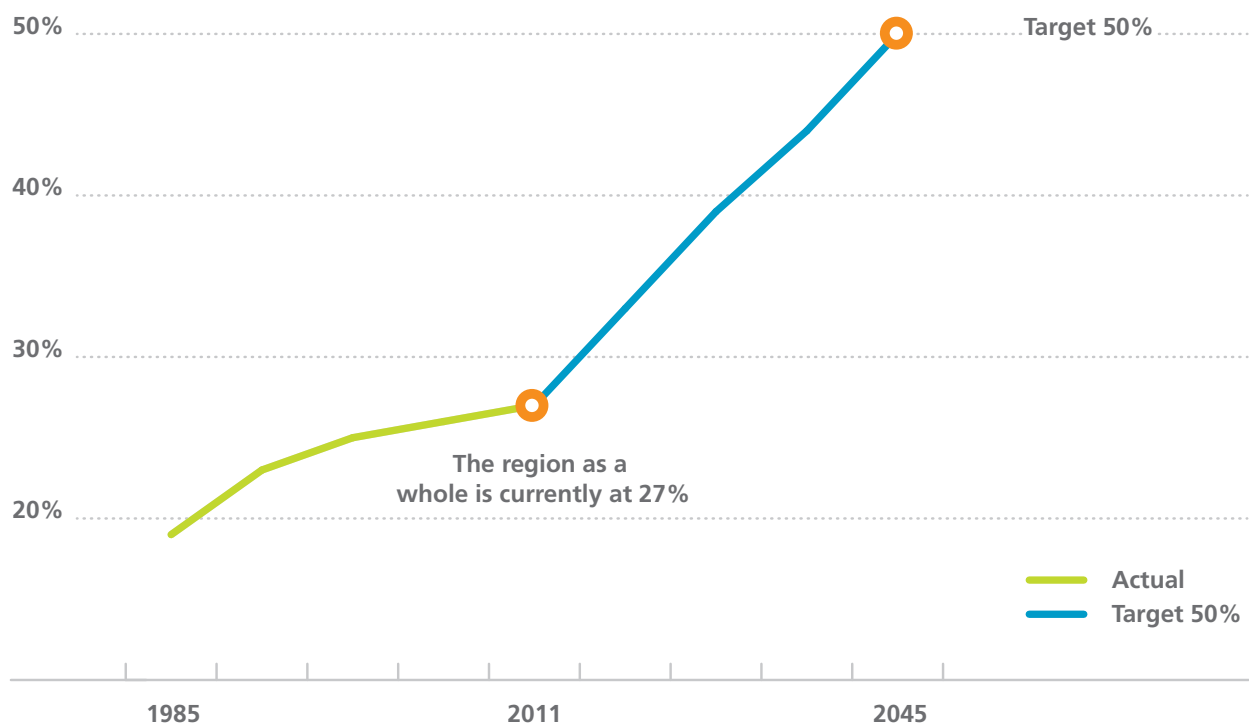
Now we need to raise the bar – and to set clear and measurable “headline targets” that we can use to track our progress.



The first target was identified in Transport 2040, which estimated that the most affordable and efficient way of achieving our livability, environmental and economic goals would be to make it possible for **half of all trips to be made by walking, cycling, and transit.**

**Figure 1 – Percentage of all trips by walking, cycling, and transit**

*Clearly our current trajectory will not bring us to the 50% target – every year that goes by without action will make the ultimate climb steeper and more expensive.*



Walking, cycling, and transit are the lowest-cost and lowest-impact forms of transportation. They require the least amount of land, inflict the least environmental impact, have the greatest economic payback, and they promote the active lifestyles that contribute to good health. If, together, we can achieve this target by 2045, we will be able to accommodate population growth and maintain or improve travel-time reliability for commuters and for goods movement on the regional road system, even in the face of physical and economic constraints.

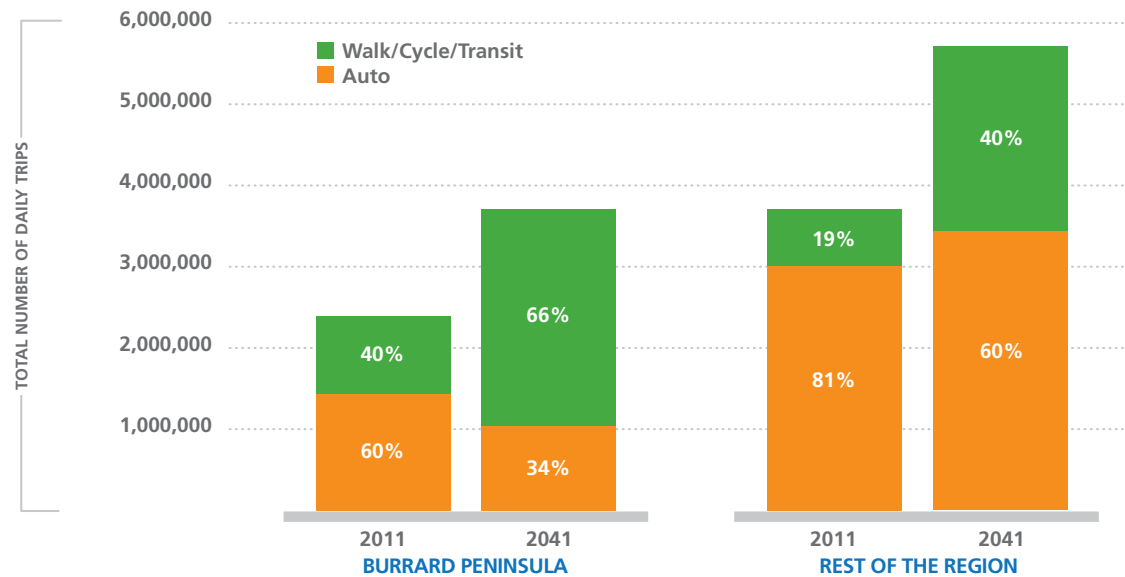
This target describes a regional average and is not intended to demand an unattainable change from any particular municipality or neighbourhood. Each part of the region is unique and will be able to support different levels of walking, cycling, and transit based on its context, location, and stage of development.





For example, older, more established communities on the Burrard Peninsula already have: higher densities; finer-grained street networks; more nearby employers and services; limited and/or priced parking; and, often, excellent transit options. Accordingly, 40% of trips are already made by walking, cycling, and transit, a number that could easily rise to two-thirds with bold and coordinated effort. For the balance of the region, with greater numbers of low density and newly-developing communities, 19% of trips are made by walking, cycling and transit, a number that could rise perhaps to 40% with ambitious policy changes and transportation investments. Ultimately, each community will contribute what it can, reflecting its own unique context, to help reach the ambitious regional target.

Figure 2 – Conceptual mode splits for 2041 for the Burrard Peninsula and the Rest of the Region



The second headline target is to **reduce the distance people drive by one-third**.

This target depends on the region’s success in getting people closer to jobs and services – thereby ensuring the smooth flow of traffic and the efficient movement of goods by minimizing the distance and time that people and goods have to spend travelling. If our homes, workplaces and services are closer together, it will be easier and more convenient for people to walk, cycle, take transit and arrange carpooling and car sharing. In many cases, it might reduce the need to buy an extra household vehicle – sometimes even to buy an automobile, at all.

If we achieve both these targets, people, goods and services will all spend less time and energy moving around, reducing cost and inconvenience, improving quality of life, protecting the environment, and supporting a more prosperous economy.



# RETHINKING TRANSPORTATION

A better transportation system is not an end in itself; the goal is to support a vibrant, sustainable, prosperous and healthy region. The services TransLink provides are essential, but they are just one part of a region-wide collaboration. TransLink can build roads, bridges and rapid transit lines. It can buy and operate buses, trains and SeaBuses. It can provide funding to build walkways, bikeways and roadways. It can help promote, coordinate, and organize. But others have the responsibility and authority to make decisions about land use, to manage and direct development, to raise or assign funds for transportation investments and to establish some of the pricing mechanisms that will make those investments pay bigger dividends.

In an era of fiscal constraint, the best opportunities will be found in cooperation. **We must make commitments to Invest, Manage and Partner concurrently.** We can't do any one of these in isolation.

## Invest – get the most out of every dollar

Times are tight. In addition to an array of operating and maintenance demands, many communities have reasonable and pressing ambitions to expand the transportation system, to keep pace with growth and to achieve our shared goals for livability and economic prosperity.

In that context, TransLink must ensure that it provides maximum value with our existing assets while working with our partners to make future investment decisions in a more integrated way, considering all possible solutions on an equal footing. For example, when seeking to resolve a traffic chokepoint, we may consider whether the best strategy is to increase capacity or to smooth out traffic flow by implementing peak time road pricing. The planning process will give equal consideration to all of the modes, and will assess capital budget decisions along with operating budget decisions.

### What this means for the region

TransLink began using this “performance-based” planning approach in its Moving Forward plan, evaluating cycling, road and transit initiatives against a common set of goals, and then giving priority to the most effective combination of solutions. The result has been more efficient use of taxpayer resources; improved transparency in decision-making; and investment choices that are most likely to help the region achieve its goals.



## Manage – give people tools to make smart choices

There are several tools to help people make travel choices that work best for them and for the transportation system:

- Regulation, such as parking management and traffic laws;
- Information, such as wayfinding and real-time travel alerts; and
- Pricing, including usage fees for transit, roads, and parking.

With respect to transportation pricing, government subsidy of roads and transit tends to skew usage. It makes it difficult or impossible for individuals to understand the true costs of their travel choices. For example, if the roads are “free” to use, people are more likely to drive their cars – sometimes very long distances – even though the cost of building and maintaining highway infrastructure might ultimately be much higher than transit alternatives.

Similarly, if transit is free or inexpensive in certain places or times, people may hop on a bus when they otherwise would have walked or cycled. And if travelling costs the same amount at all times of the day and week, there are no incentives for people to avoid peak periods. Yet it is always the last user at the busiest time that finally clogs the system.

In these circumstances, building a bigger system may encourage indiscriminate usage and can’t guarantee that the new infrastructure won’t also become congested at peak times. On the other hand, regulations, pricing or information campaigns could help manage demand – to encourage the most efficient use of the existing system.

With this in mind, Metro Vancouver adopted a strategy in 1993 that endorsed the use of road pricing to give people a clearer understanding of the true costs of their transportation choices. This policy was reaffirmed in Transport 2040 and the Regional Growth Strategy, and in 2013, the Mayors’ Council confirmed support for road pricing in the long term.

The current proposal is to implement or expand three kinds of price signals: road pricing; transit pricing with time-of-day, location or distance-travelled variations; and parking pricing. All of these pricing strategies would be designed to manage demand, for example by giving drivers or transit riders off-peak discounts to help unplug choke points at busy times of the day, or by finding a price point that ensures parking is always available to those who need it, and not clogged by those with a convenient and more affordable alternative.

### What this means for the region

Traffic congestion and overcrowding during peak hours will be reduced, improving reliability for people who can’t avoid peak-period travel and for high-value commercial traffic. Those who choose to forego trips, bundle trips together, travel at less busy times, use less busy routes, or travel by another mode will save money and time. A challenge that needs to be addressed will be increased costs for some users who are not able to change their travel patterns.



## Partner – work together to make plans a reality

It is often said that the best transportation plan is a good land use plan, and for good reason: the location of jobs and housing fundamentally determines where and how much people, goods and services need to travel. Ultimately, land use has as great an impact on transportation outcomes as most transportation decisions.

Metro Vancouver has consistently crafted Regional Growth Strategies that encourage the development of compact and complete communities that recognize the region's geographic and political boundaries and preserve our natural and agricultural spaces.

Achieving these goals is a highly collaborative process. Local government authorities exercise a great deal of exclusive control over their own land use decisions; Metro Vancouver plays an important coordinating role; and TransLink has the responsibility and authority to provide the most efficient connections – the ones that make compact and complete communities not just possible, but highly functional. The development community also plays a critical role, translating good (or bad) policies into a built reality that can last half a century or more.

A core issue is the desire of local government authorities, TransLink and developers for greater certainty on both land use and investment commitments. Metro Vancouver's record of inter-governmental coordination is already widely admired. The closer the cooperation, the greater the potential for success. It is particularly critical when TransLink is making decisions about major capital projects that it can rely on its partners to conceive and follow through on policies that promote complete and compact communities. When these commitments are in place, it's easier for TransLink to be confident about how it sets priorities within a limited budget.

### What this means for the region

Well-managed development around new and existing transportation infrastructure will maximize the affordability and usefulness of the transportation system. Well-planned and delivered transportation services will also maximize the functionality of the compact and complete communities envisioned in the Regional Growth Strategy. If half of all trips can be made by walking, cycling and transit, people and goods will move more freely, at the least cost and with the least environmental impact. It is a recipe for maintaining and improving livability.

Total certainty is not realistic. For example, resources may not be available to expand service and zoning changes don't necessarily lead to desired development. However, stronger planning partnerships between TransLink, local government authorities and developers and more formal agreements in advance of investment can help to increase the level of certainty that we all need to plan effectively.



# INVESTMENT PRIORITIES

In 2008, Transport 2040 displayed existing and committed road network projects and laid out a 30-year conceptual network for transit, as shown in the maps on the next pages.

- Thanks, in part, to billions of dollars in recent investment, the regional road network is largely complete. In 30 years, regional automobile traffic is targeted to be at today's levels. Our focus now is to deal with a few major upgrades or infill projects – for example, a long-term solution for the Pattullo Bridge and select connections for goods movement – in a way that does not increase general purpose traffic. The Province has identified the Massey Tunnel as a priority, and substantial investments will be required to complete local networks in developing areas and to improve road safety.
- The transit network concept shows increased levels of service and investment on many new corridors. In further studies since Transport 2040, TransLink has confirmed the case for rapid transit investment to support regional growth management and transportation goals on a number of key corridors: Expo Line upgrades, Surrey (104th Ave, Fraser Hwy, and King George Blvd), Broadway-UBC corridor, and Burnaby Mountain/SFU. Other corridors connecting Regional City Centres (e.g. Marine Drive on the North Shore, 200 St in Langley, Lougheed corridor into Maple Ridge) need higher levels of service to support regional growth management objectives. These corridors require further study to determine scope and will be discussed as part of this update to the Regional Transportation Strategy.
- For decades, the region has called for priority for walking and cycling, but the level of investment has not always reflected that commitment. Early and significant investment will now be required to complete walkway and bikeway networks with a particular focus on traffic-protected bikeways in Urban Centres and other areas of high cycling potential.

Metro Vancouver's current transportation network – including the roads, bridges, sidewalks, cycling and transit infrastructure – is extensive and expensive. Major new investment, including the priorities described above, will require substantially more funds.

Consider these numbers:

- **\$5 billion** – the currently unfunded cost to keep the system in a state of good repair and to maintain existing service levels over the next 30 years.
- **\$18 billion** – the additional cost for the various projects identified by TransLink and our partners to support regional objectives could extend into this range.



These are big numbers, representing a significant increase in regional transportation spending and a significant increase in TransLink’s annual revenue requirements, at a time when the economy is strained and senior governments are cutting budgets.

Ultimately, this range of possible funding need presents a challenge to the citizens and leaders in the region – to agree upon how much they want to spend on transportation and how they want to spend it.

To come to this agreement, TransLink will facilitate a dialogue on implementation options over the rest of 2013. In 2014, TransLink will bring forward a Regional Transportation Strategy that includes this 30-year Strategy Framework as well as an Implementation Plan identifying initiatives and priorities for the next 15 years.

**Figure 3 – Range of possible funding need over the next 30 years**

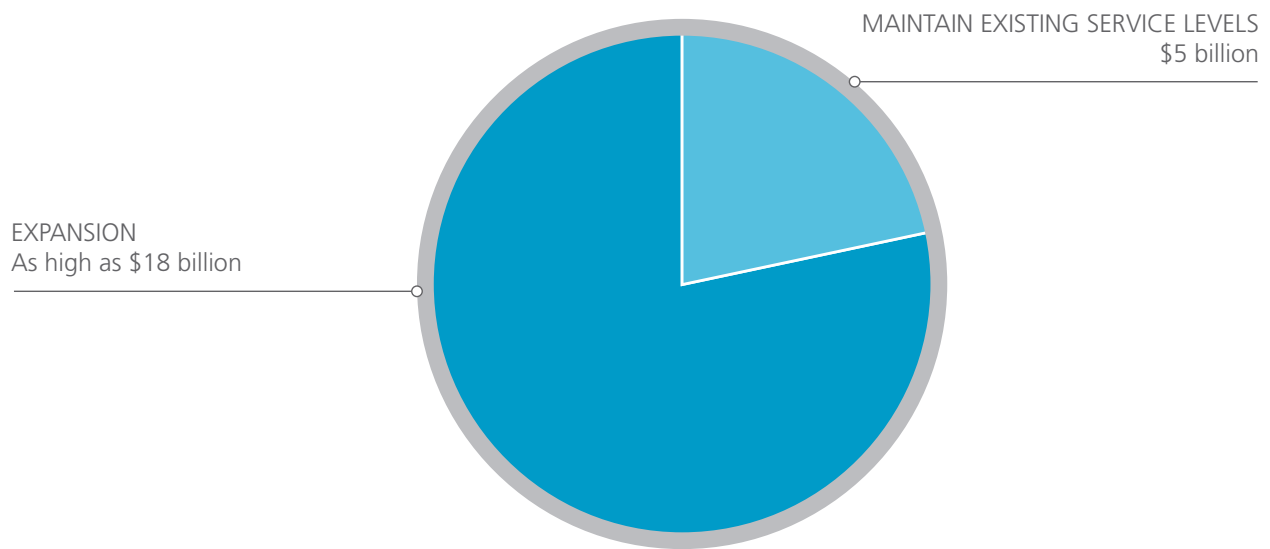
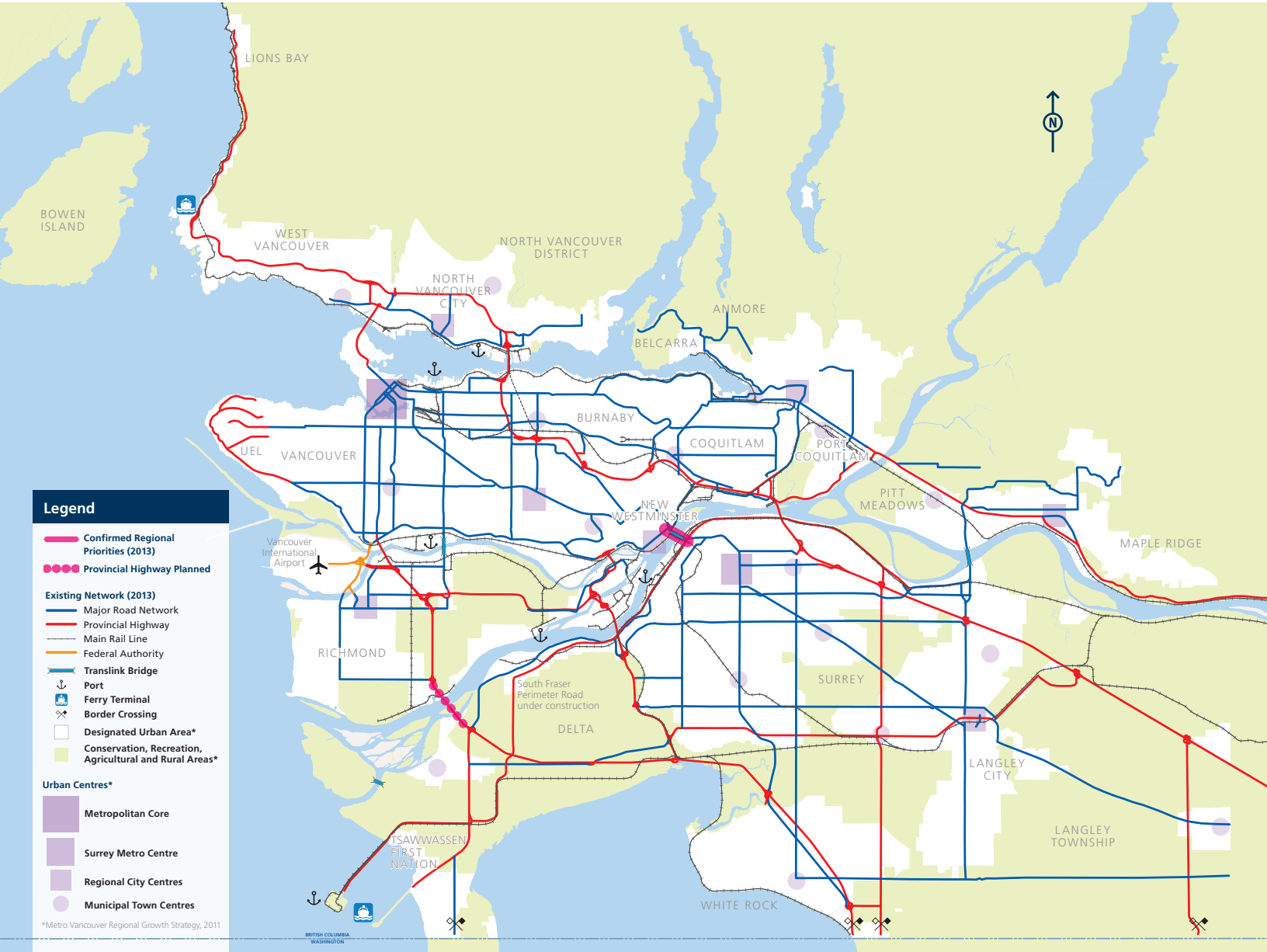




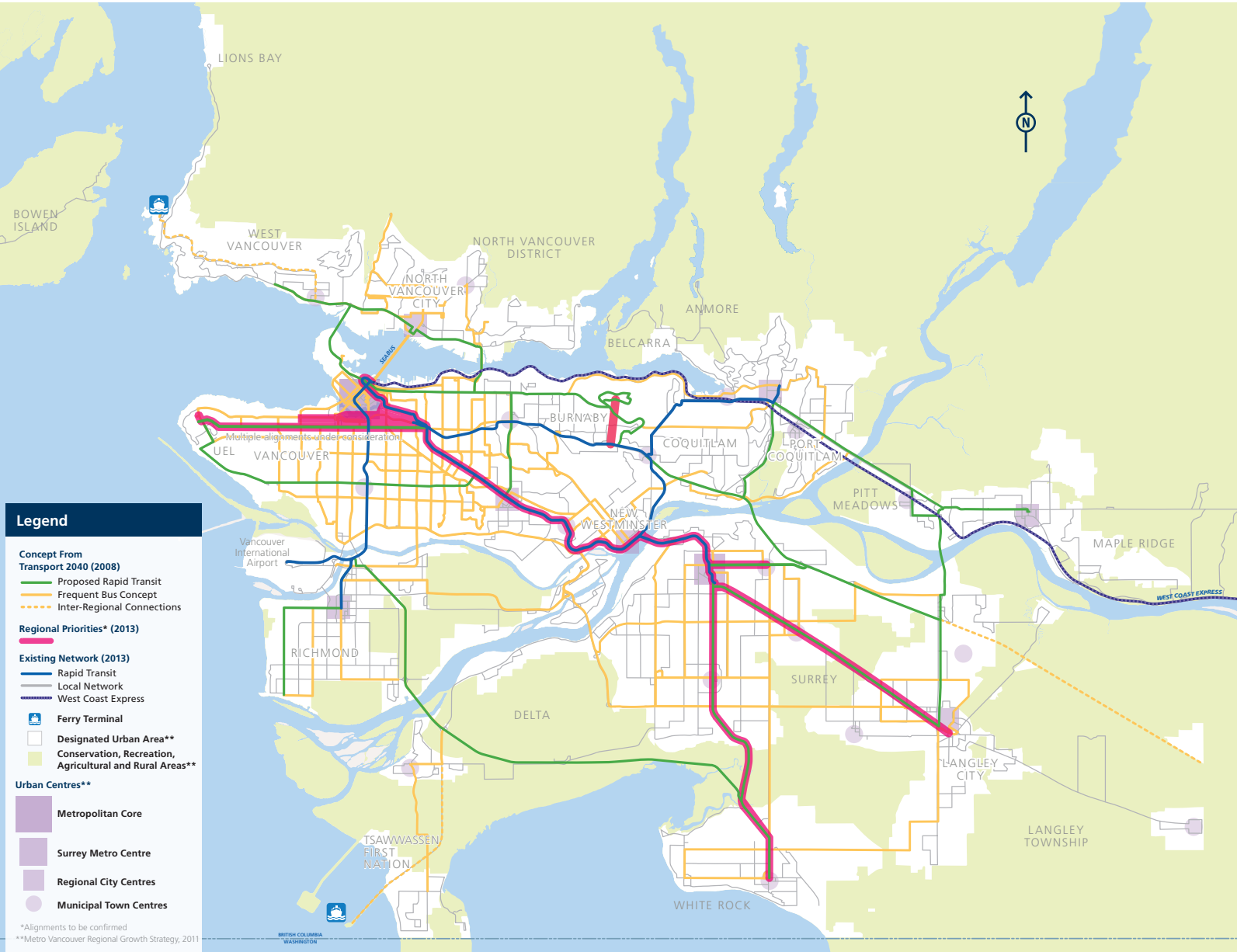
Figure 4 – Existing major roads and highways, with confirmed regional priorities (2013)



Note: Following completion of the Implementation Plan, these investment maps will be updated to show additional agreed-upon regional priorities.



Figure 5 – Regional transit network, 30-year concept from Transport 2040 (2008) with regional priorities (2013) to be confirmed in the RTS Implementation Plan



Note: Following completion of the Implementation Plan, these investment maps will be updated to show additional agreed-upon regional priorities.





# STRATEGIC FRAMEWORK

## Transportation Vision, Goals & Targets

### Vision

As a region, we maintain our global position as one of the best places in the world to live because we meet our transportation needs in a way that simultaneously enhances the health of our people and communities, economy, and environment.

### Goals

**Make transportation decisions that:**

 <b>Choice</b>	<ol style="list-style-type: none"> <li>1 Provide Sustainable Transportation Choices</li> <li>2 Support a Compact Urban Area</li> </ol>
 <b>People</b>	<ol style="list-style-type: none"> <li>3 Foster Safe, Healthy, and Complete Communities</li> </ol>
 <b>Economy</b>	<ol style="list-style-type: none"> <li>4 Enable a Sustainable Economy</li> </ol>
 <b>Environment</b>	<ol style="list-style-type: none"> <li>5 Protect the Environment</li> </ol>

### Headline targets

As a region, we can best achieve these goals by designing our communities and transportation system in a way that:

- **makes it possible to make half of all trips by walking, cycling and transit; and**
- **makes it possible to reduce the distances people drive by one-third**

Achieving these targets will benefit everyone by:

- Making travel more reliable
- Increasing transportation options
- Making it easier and less stressful to get to work and school
- Giving us more time for doing the things we love
- Ensuring businesses continue to prosper with better access to more workers and more markets



- Making living, working and doing business in this region more affordable
- Giving people better access to more jobs and more opportunities
- Making our roads safer
- Helping us live healthier and more active lives, reducing the burden on the healthcare system
- Helping us get out on the sidewalk to meet our neighbours and deter crime
- Making the air we breathe cleaner
- Protecting our climate by reducing our greenhouse gas emissions

## Principles

We commit to advancing transportation solutions that are:

### 1 Outcome-driven

In planning and decision-making, TransLink and its regional partners will take a more explicitly performance-based approach – setting priorities together and making spending and policy decisions based on an assessment of the best ways to achieve the outcomes we all agree that we want. In this assessment, we will consider all solutions on an equal footing. For example, we will compare the price of proposed capacity expansions to the options of managing demand with new pricing strategies. We will give equal consideration to different modes – walking, cycling, driving and all forms of transit. And we will assess capital budget decisions along with operating budget decisions against our long term goals.

### 2 Seamless

The regional transportation system is a quilt of components managed by different jurisdictions, and changes in transportation infrastructure or land use in one part of the region can affect the entire system. Users have a right to expect that the system will be managed seamlessly, efficiently and responsibly.

### 3 Resilient

We will recognize our vulnerability to forces beyond our control (e.g. global economy, natural disasters, technological change, energy prices), seeking out and prioritizing solutions that best prepare us for a range of possible futures and not just the future we think is most likely today.

### 4 Affordable

We will continue to invest over the long term to meet the diverse needs of all parts of the region. As we implement initiatives, we will be mindful of other needs – regional priorities such as water, sewer and parks, and broader ones such as health and education. There are limited dollars and only one taxpayer. We will design investment plans that can be implemented in a timely way and that have public support for both the level and sources of funding.



## Transportation Strategies & Actions

There are three key transportation levers the region can use to achieve our overarching goal of getting people and goods where they need to go as reliably, safely, efficiently, and cleanly as possible. We can:

- 1 INVEST** strategically to maintain and expand the transportation system;
- 2 MANAGE** the transportation system to be more efficient and user-focused; and
- 3 PARTNER** to make it happen.

Actions on each lever will require everyone to do their part, with specific roles and responsibilities to be identified in the Implementation Plan. Each of these levers has implications for the entire transportation system, relating to the movement of both people and goods. For example, if more people ride their bicycles, they free up more road space for car commuters and trucks moving goods. If car drivers change their hours, they can reduce peak-hour congestion, thereby delaying the need to build new infrastructure, or removing the need altogether.

### MOVING PEOPLE

By helping to reduce trip distances and increase the opportunities for people to walk, cycle and take transit, transportation investments can support growth in Urban Centres and along frequent transit corridors. Accurate pricing for transit and driving can also help reduce congestion and increase fairness. The goal is a system that enables people to walk, cycle, take transit or drive safely, comfortably and without major congestion, crowding or delays. Ultimately, we need to take an integrated approach to mobility - recognizing that everyone is multi-modal and that each mode has a role to play in keeping the region moving and helping to achieve our outcomes.

### MOVING GOODS

Given the critical nature of goods movement to the local economy and to Metro Vancouver's function as Canada's Pacific Gateway, it is critical to protect industrial land, support safety improvements for rail and trucks, help to streamline regulations, support pricing to reduce congestion on the road network and make room for high-value commercial vehicle trips, and work together to coordinate regional planning. TransLink can provide new road capacity where necessary to ensure that goods can move in a timely and reliable way, around and through Metro Vancouver.

### ACHIEVING REGIONAL OBJECTIVES

The ease, convenience and affordability of transportation affects every aspect of Metro Vancouverites' quality of life. It is TransLink's responsibility to maintain and expand the system, to manage the assets optimally and work closely with partners to maximize its effectiveness. In doing so, together, we will reinforce Regional Growth Strategy goals, even while supporting the economy and safeguarding the environment - helping to ensure that this remains one of the most livable regions in the world.



## 1 INVEST STRATEGICALLY TO MAINTAIN AND GROW THE TRANSPORTATION SYSTEM

TransLink will maintain the regional transportation system to ensure its safety, reliability and resilience. Where basic networks are incomplete or supply is insufficient to meet demand, we will consider expansion that promotes regional goals as cost-effectively as possible. Experience has shown – in Metro Vancouver as in other parts of the world – that investment alone cannot resolve transportation problems, especially if new infrastructure acts to encourage people to travel farther or more frequently. Accordingly, TransLink will make investment decisions in tandem with decisions on land use and demand management.

In an effort to ensure that new projects enhance goods movement and travel time reliability without increasing general purpose traffic, TransLink will base investment decisions on as full as possible an understanding of what land uses and demand-management measures are in place and anticipated for the future.

TransLink recognizes that the Agricultural Land Reserve (ALR) is an important regional asset that requires protection. There are a number of communities in this region that are surrounded by large areas of protected agricultural land, reducing potential population density and increasing the cost of transit services. TransLink will consider the shared value of this land and endeavour to provide appropriate service levels such that no community is unfairly disadvantaged by the presence of protected agricultural land.

### 1.1 Maintain what is needed in a state of good repair

Maintenance costs will continue to grow as the system ages and expands. It is important to use strategic asset management principles to keep infrastructure in a safe and functional condition.

Key actions include working with partners to:

- Evaluate an asset's condition, vulnerability and importance to the performance of the transportation system when balancing state-of-good-repair funding against other investment priorities.
- Upgrade infrastructure to respond to climate and seismic risks.

### 1.2 Make early investments to complete the walkway and bikeway networks

Walking and cycling are low cost, emission free, energy efficient, and space efficient. Walking and cycling also lead to better public health and safer roads for all users. Parts of this region still have major gaps in the walkway network. The region was also late to invest in cycling infrastructure, so there is a shortage of traffic-protected bikeways, which are needed to support cycling by people of all ages and abilities. While walkways and bikeways are predominantly on municipal networks, TransLink can play an important role by coordinating and supporting municipal investments.



Key actions include working with partners to:

- As a near-term regional priority, invest in the walkway network to improve connectivity, especially connecting to and within the Frequent Transit Network.
- Make significant and early investments to complete the bikeway network, as outlined in the Regional Cycling Strategy, with a focus on Class 1 facilities in Urban Centres and other high cycling potential areas.

### 1.3 Invest in the road network to improve safety, local access and goods movement

The region's roads form the foundation of the transportation network, carrying people, goods and services by foot, bicycle, bus, car and truck. The road network is also the most mature part of our transportation system, having benefited from many decades of high and consistent investment. Meeting our long-term goals means that the regional road network we have today is largely the same road network we'll need in 30 years. Assuming this Strategic Framework is followed, further major road capacity expansion will not be required. What is needed is ongoing maintenance and investment in streets, roads, and bridges to improve safety, increase local and regional connectivity, and improve goods movement.

Key actions include working with partners to:

- Ensure the effectiveness of road investments by making concurrent commitments to appropriate optimization actions (see Strategy 2.3), pricing measures (see Strategy 2.4); and land use measures (see Strategy 3.1).
- Increase road connectivity in support of better local access, especially in Urban Centres and Frequent Transit Development Areas.
- Make infrastructure changes that improve road safety.
- Provide additional capacity where needed to improve travel-time reliability on key goods movement corridors in a way that does not increase general purpose traffic.
- Find and implement a long-term solution for the Pattullo Bridge.
- Find and implement a long-term solution to address goods movement along the north shore of the Fraser River.
- Work with the Province to ensure a replacement to the Massey Tunnel is integrated with the regional network in a way that is consistent with the Regional Growth Strategy and the Regional Transportation Strategy.

### 1.4 Make investments in the transit network to increase ridership

The cost-effectiveness of transit routes varies depending on usage, which is generally a factor of nearby land use. The highest and most-balanced transit demand exists on major routes that are within or connect communities that are more transit-oriented. These high-demand areas tend



to have a finer-grained network of well-connected streets, higher densities, diverse land uses, pedestrian- and bicycle-friendly design, and priced or managed parking. Sparsely populated communities, on the other hand, generate little demand and are more costly to service.

In 2008, TransLink identified a Frequent Transit Network within which it could more affordably provide service every 15 minutes or less, throughout the day, seven days a week. Further, by shifting resources from high-cost, low-ridership routes to the FTN, TransLink was able to increase ridership for the same or less investment. TransLink proposes to continue directing resources to the FTN to increase ridership; and to expand the FTN level of service to areas where demand has increased adequately or where commitments to a level of development can be expected to generate such demand.

Key actions include working with partners to:

- Ensure the effectiveness of transit investments by making concurrent commitments to appropriate optimization actions (see Strategy 2.3), pricing measures (see Strategy 2.4); and land use measures (see Strategy 3.1).
- Invest in transit service to maximize ridership where possible while maintaining coverage service in neighbourhoods that meet minimum ridership criteria.
- For ridership-focused service, focus on matching service levels with current transit demand.
- Set priorities and provide higher service levels in advance of demand in areas where demand is predicted to grow in the future based on committed plans and a reasonable level of certainty.
- Develop and communicate meaningful, manageable, and measurable transit service performance guidelines in order to clarify the conditions under which different levels of transit will be provided.
- Use development review process to align expectations for transit in planned communities with service standards.
- Complete high-priority rapid transit projects including: Expo Line upgrades, Surrey (104th Ave, Fraser Hwy, and King George Blvd), Broadway-UBC corridor, and Burnaby Mountain/SFU.

### 1.5 Ensure the continued provision of coverage transit services in low-demand neighbourhoods

While working to maximize ridership and, therefore, the value and affordability of existing infrastructure, TransLink will maintain coverage services in low-demand neighbourhoods for those with few mobility options.

Key actions include working with partners to:

- Maintain coverage services in stable, low-demand areas where use stays above a critical threshold, based on meaningful, manageable, and measurable transit service performance guidelines.



Figure 6 – Existing transit network (2013)

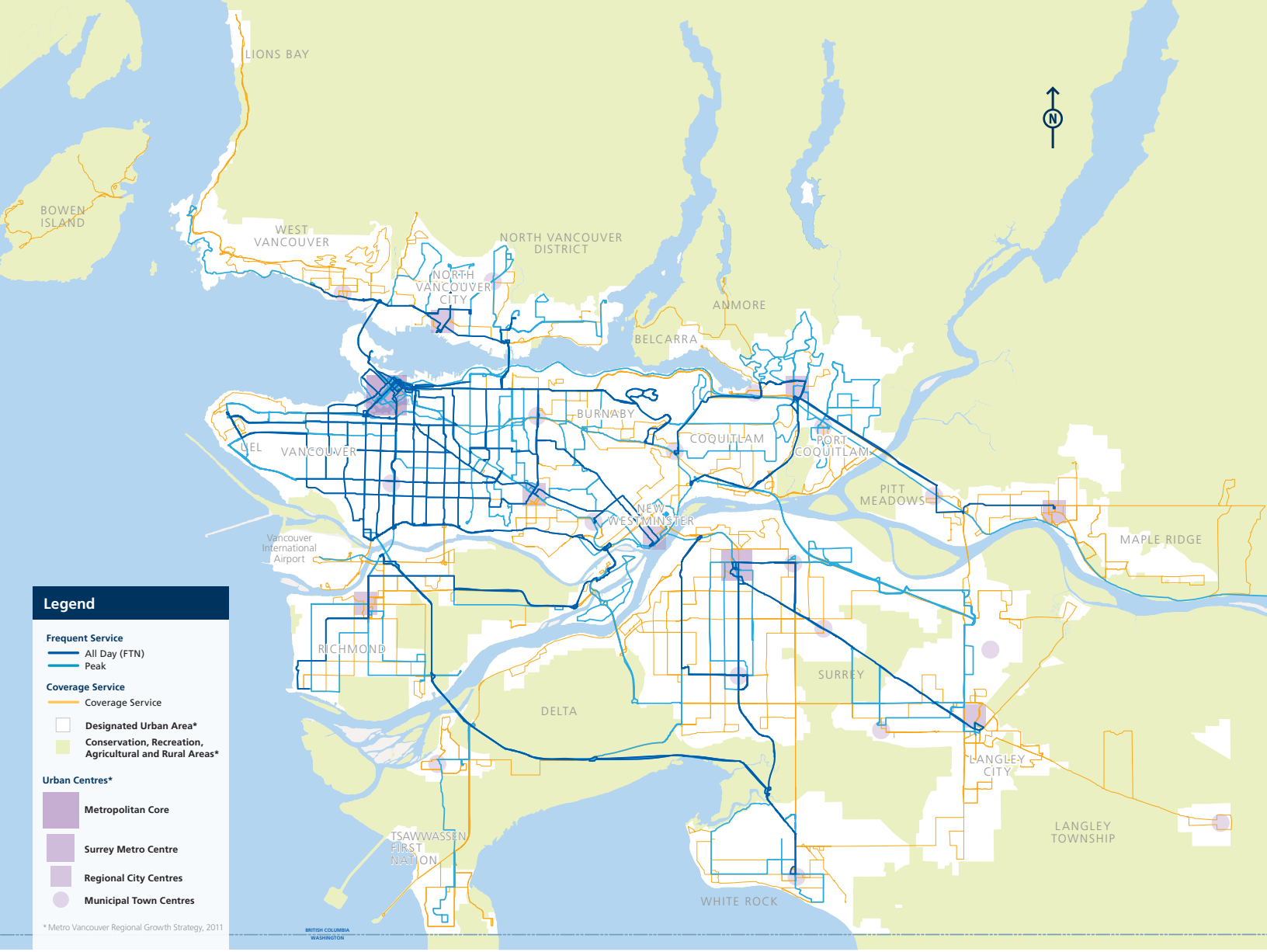
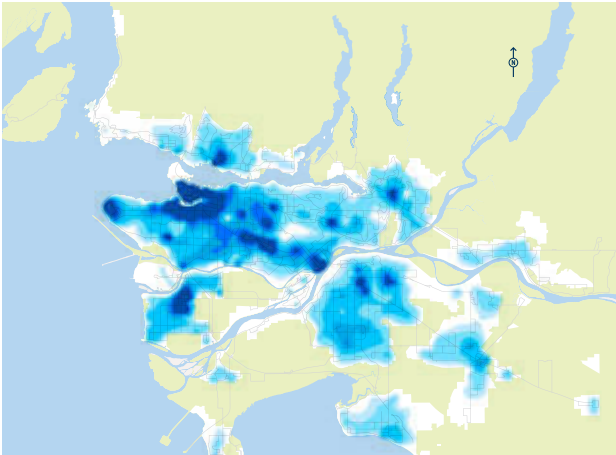


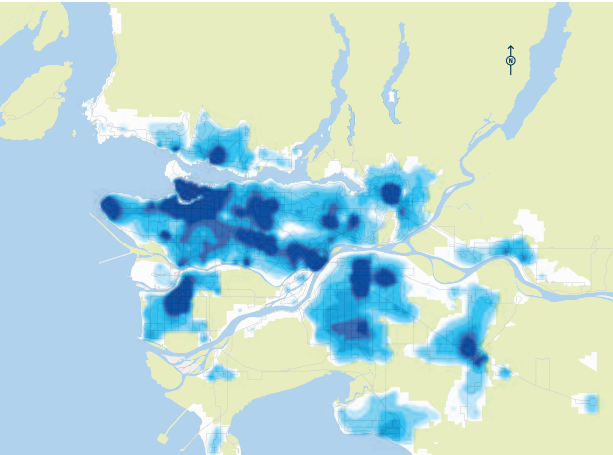


Figure 7 – Existing and future projected population & employment density, indicating areas where transit demand is expected to grow

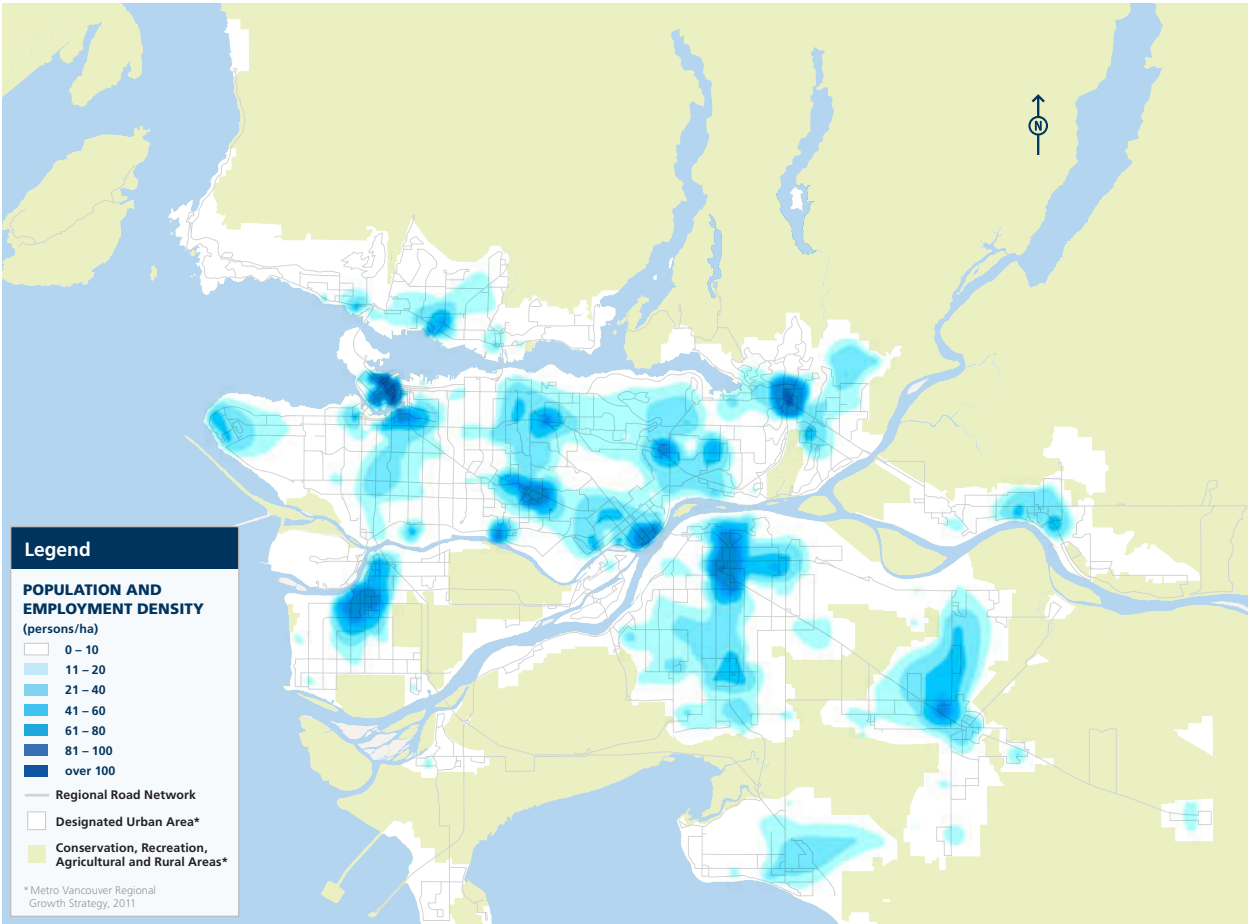
2011 POPULATION AND EMPLOYMENT DENSITY



2041 POPULATION AND EMPLOYMENT DENSITY



2011 – 2041 POPULATION AND EMPLOYMENT DENSITY CHANGES



Note: Population and employment maps were developed by TransLink, based on forecasts from Metro Vancouver's adopted Regional Growth Strategy, July 2011. Maps will be updated with current data through development of the Implementation Plan.





## 2 MANAGE THE TRANSPORTATION SYSTEM TO BE MORE EFFICIENT AND USER-FOCUSED

Metro Vancouver's integrated transportation system offers users a complex array of choices for every trip. To help people and businesses make choices that are best for them and for the transportation system requires excellence in design, regulation and pricing – and in making available the information that will help individuals and businesses make efficient travel choices and provide a better travel experience. Technology and supply-management solutions can also make the transportation system more space and energy efficient.

### 2.1 Make travel safe and secure for all users

The transportation system should be designed for safety and security, such that users can be free of fear from harm. TransLink is committed to making travel less stressful, more comfortable and, whenever possible, enjoyable.

Key actions include working with partners to:

- Support laws, enforcement, skills, training and designs that improve road safety and protect the vulnerable.
- Use physical design and enforcement to deter crime.
- Be prepared to respond effectively in the event of natural disasters and other emergencies.

### 2.2 Make travel easy and attractive for all users

The transportation system should be as accommodating as possible, so that people of all ages and abilities can move about independently, with confidence and in comfort.

Key actions include working with partners to:

- Design to maximize accessibility for people of all ages and abilities.
- Make it easy to share – by supporting carsharing, ridesharing, bikesharing and taxis including undertaking research on how best to increase trips by multiple-occupancy vehicles.
- Work towards developing regional and sub-regional targets for multiple-occupancy vehicle trips.
- Provide incentives, marketing, information, and support programs to help make travel easier for people and for businesses moving goods and services.
- Offer protection from the elements and provide places to rest.
- Provide on-demand access to a full range of transportation services with the Compass Card.
- Make the transportation system easy to understand and navigate, with a consistent region-wide wayfinding system and real-time travel information for all modes.



### 2.3 Optimize roads and transit for efficiency, safety and reliability

System optimization is about using technology and management solutions to operate the road and transit networks efficiently, safely and reliably, making the most of existing assets before pursuing major investment in expansion.

Key actions include working with partners to:

- Integrate Intelligent Transportation Systems, incident management, road works management, lane management, and signal priority for goods and transit.
- Explore opportunities and potential impacts of new vehicle technologies including low-carbon, connected, and self-driving automobiles.
- Reallocate road space where appropriate to improve capacity, safety and reliability for walking, cycling, transit and goods movement.
- Continue to reallocate savings from system efficiency measures into initiatives that most cost-effectively achieve regional transportation goals.

### 2.4 Use integrated mobility pricing for fairness, efficiency and revenue

The cost of a trip influences the choices people make: how they travel, how far they travel, the route and the time. Using an integrated and consistent approach to pricing different parts of the system, such as transit, private automobile, taxis, carsharing, bikesharing, and parking, result in a regional transportation system that is more fair, reliable and affordable.

Aligning the pricing of transportation with the full cost of providing it makes the system fairer since people pay more closely for what they use. Pricing can also make the system more efficient and reliable by spreading demand to less busy times, routes, and modes. For example, free or underpriced parking can incentivize vehicle trips that would more efficiently be made by other modes.

TransLink can institute pricing changes directly on transit fares and work with partners to administer and fine-tune other aspects of mobility pricing – on roads, parking, and other modes of travel. Municipal governments exercise authority over parking management. TransLink can play a role with the pricing of park and ride facilities and supporting pricing incentives around carpooling and carsharing.

The main reason to establish effective mobility pricing is to make the system more fair and efficient. However, we could also use pricing tools to offset other revenue sources or to raise new revenues to pay for maintenance and expansion of the transportation system.

TransLink recognizes that the transportation system, and transit in particular, is essential to providing access to opportunity and essential services for the most economically vulnerable in our society. More can be done by TransLink and all levels of government to make mobility more affordable for those most in need and with the least means.



Key actions include working with partners to:

- Adopt a mobility pricing strategy that commits to making transport pricing decisions in an integrated fashion considering all modes of travel.
- Link pricing decisions to investment commitments and introduce changes in mobility pricing in tandem with the introduction of major transportation investments (e.g. opening of a new bridge or rapid transit line).
- As a priority, consistently apply mobility pricing to the transit system and to the road system to allow for more fine-grained variation in prices based on time, distance travelled or location.
- Undertake a near-term study and supporting technical work to understand the impacts and implementation requirements of applying mobility pricing to the road system.
- As a near-term priority, work with governments and community and service organizations to develop a multi-agency strategy to improve affordable access to transportation for the economically vulnerable.
- Monitor and, where necessary, adjust pricing implementation to protect system access for those who have no options to change their transportation behaviours.

## 2.5 Manage parking for fairness, efficiency and revenue

Bicycles and cars both need places to park at the beginning and ends of their trips. While the shortage of bicycle parking across the region discourages some people from cycling, abundant and frequently free automobile parking is often an invitation to drive for even the shortest trip. Actively managing, pricing, and right-sizing parking can improve convenience and reliability by ensuring parking is available when and where you need it, thereby reducing congestion in Urban Centres from cars circling for parking, improving housing affordability, and supporting more compact transit-oriented communities. Municipal governments exercise exclusive authority over most of these matters. TransLink can play a role in providing and pricing park-and-ride facilities, by advocating and implementing pricing options and by supporting municipal efforts.

Key actions include working with partners to:

- Install sufficient bicycle parking in Urban Centres and Frequent Transit Development Areas.
- Ensure that automobile parking requirements are not excessive and reflect availability of walking, cycling, transit, taxi, carsharing, and carpooling options, local demographics and housing tenure type.
- Help developers and building owners charge for parking spaces separately from the cost of the unit so that people and businesses have an opportunity to save money if they don't need the parking space.
- Use pricing and/or time limits to make most efficient use of on-street and off-street parking in Urban Centres and Frequent Transit Development Areas.
- Facilitate area-wide parking management and other opportunities for shared parking.



### 3 PARTNER TO MAKE IT HAPPEN

A successful Regional Transportation Strategy will require sufficient funding and strong partnerships. Consistent monitoring and evaluation will also maximize the effectiveness of collective actions.

#### 3.1 Support regional land use objectives

As outlined in Metro Vancouver's Regional Growth Strategy (RGS), it is important to create a compact urban area and to get jobs, housing and major trip generators in the right locations to facilitate shorter trips and more trips by walking, cycling, and transit. This is principally a matter for local government authorities, who are responsible for local land use planning, consistent with the RGS.

TransLink is also mandated to support these regional land use objectives, including policies to focus growth in Urban Centres, Frequent Transit Development Areas and along the Frequent Transit Network within a compact urban area clearly defined by the Urban Containment Boundary. The Regional Growth Strategy also contains policies to protect industrial-zoned land for industrial uses. Through investing, managing and partnering to deliver the regional transportation system, TransLink can reinforce these regional land use objectives.

Key actions include working with partners to:

- Continue to support and implement transportation-related actions contained in the Regional Growth Strategy, including to connect Regional City Centres with the Frequent Transit Network.
- Make transportation investment decisions concurrent with partner mandated (and supportive) land use decisions.
- Establish mechanisms such as partnership agreements and joint planning to provide greater certainty around expected and agreed-upon land use, policies and investments.
- Develop corridor and area plans, and provide supportive funding, to improve access to and within frequent transit areas.
- Ensure that siting of major port, airport, gateway and industrial facilities allow for safe and efficient regional goods movement.
- Encourage affordable and rental housing along the Frequent Transit Network.
- Continue to develop and communicate resources to help support local governments and the development community in the implementation of transit-oriented communities.

#### 3.2 Ensure effective coordination through strong partnerships

The complexities and shared responsibilities of regional transportation require coordinated effort from many partners, including governments, the private sector, labour, community organizations and residents. TransLink is uniquely positioned to help coordinate efforts to establish stronger partnerships and to promote and support reciprocal commitments to deliver the policy measures, land use changes and investments needed to get the best performance from our



shared system. This coordination will provide greater certainty about who will do what and under what conditions.

Key actions include working with partners to:

- Convene and facilitate ongoing regional dialogue through stakeholder forums, standing advisory committees, and a goods movement council.
- Advocate for a regional economic development strategy that clearly addresses transportation priorities.
- Develop strategies to ensure that a skilled and qualified labour force is available to plan, build, operate and maintain the transportation system.

### 3.3 Establish funding that is stable, sufficient, appropriate and influences travel choices

Major roads, transit expansion and ongoing operations require stable and predictable funding over the long term. This will require a mix of revenue tools and the public support to use this capacity.

- The Mayors' Council on Regional Transportation has set forth transportation funding principles, including:
  - Transportation should be priced more accurately to better align behaviour and transportation objectives.
  - Transit fare rates should be sensitive to public affordability.
  - Funding should be generated from the goods movement sector to recognize the costs.
  - The proportion of funding from property taxes should not increase.
  - Collectively, funding sources should be reliable and predictable, but adjustable against each other.
  - Funding options should be economically efficient in their administration and collection.
  - As newer, more effective revenue sources are introduced, reductions should be considered for funding sources that are less consistent with these principles.
- The Government of British Columbia has specified that new transportation funding mechanisms should take into account the following considerations:
  - Affordability for families;
  - Effects on the provincial economy;
  - Revenue generation across the region;
  - Ability for TransLink to share in the local benefit of transit investments.



TransLink supports the principles laid out by the Mayors' Council and Government of British Columbia. On land use, on most pricing decisions and on any substantive changes to the funding sources and amounts, TransLink relies upon its local government authority partners and on senior levels of government for support and cooperation.

Key actions include working with partners to:

- Advocate and advance immediate and longer-term transportation funding solutions that reflect the principles set forth by the Mayors' Council and the Province.
- Develop a sustainable funding strategy that responds to the trends affecting TransLink's existing revenue sources, and supports goals for managing transportation demand.
- Balance contributions from system users and from broad-based sources, to ensure stable and resilient revenue.
- Enable policy-based adjustments to funding rates and sources over time, to account for changes in travel patterns and other trends.
- Advocate for regional transportation funding at the provincial and national level.
- Continue to broaden TransLink's non-transportation revenue base – from real estate, advertising, and commercial partnerships.

### 3.4 Monitor progress towards our desired outcomes

Performance-based decisions require good data. Monitoring and evaluation are essential to assess progress towards our goals, and to help understand how initiatives are performing and how different options might perform in the future.

Key actions include working with partners to:

- Establish a robust and coordinated system of monitoring, evaluation, and reporting, including feedback loops to adjust course as necessary.
- Build into funding framework the ability to adjust the mix and rates of different revenue tools to respond to changes in behaviour.
- Collaborate with partners to continuously improve data collection and evaluation tools.
- Make transportation data available in an open format whenever possible to enable third-party analysis and tool development.



# BE PART OF THE PLAN

This Strategic Framework has laid out a transportation vision for this region where destinations are more accessible; where half of all trips are made by walking, cycling, and transit; where travel is easier, more reliable and less stressful; where goods move efficiently; where people and businesses have more transportation choices; where the roads are safer, the air is cleaner, the climate is protected; and where we lead healthier, more active lives.

This vision can only be achieved by coordinating our efforts to get the necessary investment along with commitments to the pricing and land use policies that will ensure best value out of every transportation dollar spent. Working together and refocusing our efforts, we can achieve this vision.

The dialogue is just getting started. We invite you to join the conversation at [www.translink.ca/rts](http://www.translink.ca/rts)







**TO:** Mayors' Council on Regional Transportation

**FROM:** Mike Buda, Executive Director, Mayors' Council Secretariat

**DATE:** June 21, 2018

**SUBJECT:** **ITEM 10 – June 20, 2018 Notice of Motion by Mayor Robertson (Reducing Translink's climate impact with clear GHG emissions targets and a 100% renewable energy goal)**

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**RECOMMENDATION:**

That the Mayors' Council on Regional Transportation:

1. Consider the June 20, 2018 Notice of Motion from Mayor Robertson;
  2. Receive this report.
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**PURPOSE:**

The purpose of this report is to present the following Notice of Motion, introduced by Mayor Robertson on June 20, 2018:

**Reducing TransLink's climate impact with clear GHG emissions targets and a 100% renewable energy goal**

**WHEREAS** the Province of BC, Metro Vancouver and many other jurisdictions similar to our region have adopted clear GHG emissions targets and a 100% renewable energy goal (see below for additional background),

Be it resolved,

**THAT** TransLink and its operating companies and contractors (CMBC, BCRTC, WCE, Transit Police) align with BC's GHG target of 80% or greater reduction between 2007 and 2050; and,

**THAT** Staff report back to the Board and Mayors' Council in September 2018 with a recommended policy and High-Level Plan to commit to an 80% or greater reduction in GHG emissions (base year 2007) and utilize 100% renewable energy by 2050 in all TransLink operations, and include interim 2030 and 2040 GHG and renewable energy targets; and,

**THAT** the High-Level Plan include analysis of air quality and financial implications;

**BACKGROUNDER: Equivalent GHG and Renewable Energy Targets**

The motion to reduce TransLink's climate impact through cuts in GHG emissions and a transition to 100% renewable energy references alignment with other jurisdictions. This backgrounder provides additional context on that alignment:

**Federal and Provincial Targets**

As noted in the motion, BC has a legislated target of reducing GHG emissions by at least 80% by 2050. The province recently added targets for 2030 (40% reduction) and 2040 (60% reduction), and is in the process of developing sectoral targets for transportation, buildings and industry. Canada's 2050 target is an 80% cut in GHG emissions relative to 2005.

**Local Government Targets**

Metro Vancouver has a 2050 GHG target of 80% reductions below 2007 levels, and they are currently in the process of updating their plan in pursuit of that goal. Within Metro, many local governments have established the same target through plans such as their Official Community Plans and Community Energy and Emissions Plans. Examples include Coquitlam, Richmond, Surrey, Vancouver, and West Vancouver. The City of Vancouver also has a target to transition to 100% renewable energy before 2050, as do several other BC local governments (Victoria, Saanich, Nelson and the Regional District of Central Kootenay).

**Transit Targets**

According to Bloomberg New Energy Finance, 47% of municipal transit buses will be electric by 2025, with China dominating the global market. Many transit service organizations have set targets to transition completely to zero emissions buses. Several North American examples include Los Angeles by 2030, San Francisco by 2035, Toronto by 2040, and New York City by 2040. TransLink is developing a low carbon fuel strategy and has committed to the C40 Cities Fossil Fuel Free Streets Declaration – specifically that by 2025 they will only procure zero emission buses.

**Corporate Targets**

RE100 is a global initiative of large multi-national companies committed to transitioning to 100% renewable energy. Some of their members with operations in Metro Vancouver include: Ikea, Apple, BMW, HSBC, Microsoft, Salesforce, SAP, Starbucks, TD, and Walmart.

**Utility Targets**

The BC government requires BC Hydro to have at least 93% of its electricity generated from renewable sources, and the utility has been operating as high as 97% in recent years. The province's previous Climate Leadership Team recommended that BC Hydro transition to 100% renewable energy by 2025. FortisBC has a renewable natural gas program that allows customers to voluntarily purchase up to 100% of their gas from renewable sources. The supply of renewable natural gas is currently small relative to fossil natural gas, and to date, the BC government hasn't established a renewable energy target for FortisBC. That said, FortisBC is planning to grow the supply of renewable natural gas going forward.