

# Transport 2050: 10-Year Priorities **High-Level Cost Estimates**

Technical Supplement #1

Updated October 2024

TRANSPORT  
**2050**



## Disclaimer: costing intended for high-level purposes only

*Transport 2050* is the Regional Transportation Strategy for the Metro Vancouver region, setting goals, targets, strategies, and actions for all partners involved in transportation in this region. It was approved by the Mayors' Council on Regional Transportation and TransLink Board of Directors on January 27, 2022.

Following the approval of this 30-year regional strategy, the Mayors' Council and Board assessed which initiatives TransLink should focus on over the next 10-15 years to play its part in advancing *Transport 2050*. Those initiatives are outlined in the *Access for Everyone* plan, formerly named *Transport 2050: 10-Year Priorities for TransLink*, which was approved by the Mayors' Council on Regional Transportation and TransLink Board of Directors on June 30, 2022.

To support the *Access for Everyone* planning process, rough project costs were estimated at a preliminary sketch-level in June 2022 and updated in October 2024. The purpose of developing cost estimates is for strategic planning purposes only, to provide a general sense of how projects compare to each other, and to provide an initial sense of scale for overall funding needs.

Previous estimates were preliminary and utilized early cost approximations; many of the assumptions are now outdated due to significant inflationary increases seen across all capital projects in the region due to factors like materials, labour, and land. Annual operating cost estimates were included in the 2022 estimates but were not updated as part of the fall 2024 estimates. Operational costs will be updated as project scopes are refined through future Investment Plans.

The 2022 estimates included land costs only where information was available. Land costs in this region contribute to a high degree of uncertainty with these cost estimates. Early estimates for rapid transit expansion projects included land cost estimates, while early estimates for depots and exchanges didn't include land costs. The 2024 updated estimates now incorporate approximate land costs, though actual prices will vary significantly depending on the parcel's location, size, and market conditions at the time of purchase. These 2024 estimates includes \$3.8 billion for land acquisition, primarily for new and expanded depots (\$1.9 billion) and rapid transit expansion (\$1.3 billion). Of the \$3.8 billion, \$2.5 billion represents land costs newly factored into recent estimates, while the remaining \$1.3 billion reflects adjustments to previously estimated land costs.

Costs were estimated by updating the underlying assumptions and scope for each category in 2024 dollars (2024\$). The underlying cost drivers for each category were updated on a per unit basis or, for larger projects, costs were updated with the latest estimates. This allowed for the update to approximately 80-85% of *Access for Everyone's* capital costs. Most investments under consideration are in the "Strategic Planning" phase and so estimates should be considered as very rough order of magnitude (Class D estimates at best).

Updated costing information has also been informed by our most current planning work to achieve a zero-emissions fleet by 2040. Scoping and costs associated with bus depots, infrastructure at exchanges, and bus fleet reflect both transition and expansion investments identified in this work. These investments are needed to achieve a zero-emissions fleet by 2040, which is one of TransLink's key climate targets.

Investments identified in the *Access for Everyone* plan are not funded and will be subject to more rigorous assessment according to TransLink's [business case framework](#). This includes further planning, evaluation, and cost refinement to ensure cost-effectiveness and value for money prior to being considered for approval and funding in a future investment plan.

Investment plans are TransLink's strategic operating plans and are the mechanism for the Mayors' Council and TransLink Board to allocate approved funding towards costed projects and programs. Investment plans are prepared at least every three years, and inform TransLink's annual budgets, which then authorize capital and operating spending.

## Access for Everyone High-level Cost Estimates (in millions, \$2024)

	Estimated Capital Costs (including land)	What is Included in Estimate
<b>TRANSIT</b>		
<b>Rapid Transit Expansion</b>	\$8,900	<ul style="list-style-type: none"> <li>Based on cost per km of fixed infrastructure for BRT, RapidBus and Express Bus and updated cost estimates, where applicable</li> <li>UBCx, expansion SkyTrain fleet, Burnaby Mountain Gondola and OMC upgrades to accommodate expansion</li> <li>UBCx and OMC6 costs are based on TransLink's Refined Business Case completed in 2022 (inflated to 2024\$)</li> </ul>
<b>Bus Fleet</b>	\$3,200	<ul style="list-style-type: none"> <li>2,058 new buses</li> </ul>
<b>Depots</b>	\$8,900	<ul style="list-style-type: none"> <li>6 new depots: 2 new community shuttle depots, 2 new HandyDART depots and 2 new depots for local bus, BRT, RapidBus and Express Bus</li> <li>Upgrades to existing depots Surrey Transit Centre, Burnaby Transit Centre and West Vancouver Transit Centre to accommodate expansion</li> <li>Aligns with zero emission fleet targets</li> </ul>
<b>Exchanges</b>	\$1,500	<ul style="list-style-type: none"> <li>Includes a decrease in the amount of exchange bays per service hour because of service efficiency refinements</li> </ul>
<b>SkyTrain Station Infrastructure</b>	\$1,500	<ul style="list-style-type: none"> <li>Cost estimate for 17 Station Access and Safety Program upgrades</li> <li>Expo/Millennium: 8 major upgrades and 9 minor upgrades</li> <li>Canada Line station upgrades</li> </ul>
<b>STREETS</b>		
<b>Roads, Bridges &amp; Safer Streets</b>	\$800	<ul style="list-style-type: none"> <li>Project costs/funding for MRN, roads, safety etc.</li> </ul>
<b>Walking and Cycling</b>	\$700	<ul style="list-style-type: none"> <li>Annual Walking Infrastructure to Transit (WITT) funding, including in areas around frequent transit</li> <li>Cycling funding includes major bike network build out and municipal cost-share programs</li> </ul>
<b>Other</b>		
<b>Transit Passenger Facilities, Technology and Mobility</b>	\$2,900	<ul style="list-style-type: none"> <li>Transportation System Resilience, Transit Passenger Facilities &amp; customer experience, Traveller Information and TravelSmart, TransLink owned cycling, Core Digital Infrastructure, Innovation in automated, connected, electric and shared mobility.</li> </ul>
<b>TOTAL</b>	<b>\$28,400</b>	

- Estimates were prepared in August-October 2024 and are preliminary sketch-level.
- Previously funded projects, i.e. OMC4 and the 174 buses included in the 2024 Investment Plan, have been excluded from these updated cost estimates because they have been funded in investment plans. The updated AFE cost estimates are incremental to the 2022 and 2024 Investment Plans.
- Costs estimates are in millions, 2024 nominal dollars.
- Due to the high-level nature of these estimates, capital costs are rounded to the nearest \$100M. Numbers may not add due to rounding.
- Costs in future years of expenditure dollars are expected to be higher due to inflation, external changes in market and supply chains, and more specific project definition. Investments are planned to be funded and implemented over 10-15 years.
- All investments will be subject to further planning, design, evaluation, and cost refinement to ensure cost-effectiveness prior to being considered for approval and funding in an investment plan.
- Cost estimates include only scope items listed. Project scope expected to change based on project planning and design.