

**TRANSLINK BOARD OF DIRECTORS
MAYORS' COUNCIL ON REGIONAL TRANSPORTATION
JOINT PUBLIC MEETING
AGENDA**

November 23, 2016
10:00 am
Room 427/428, 400 - 287 Nelson's Court, New Westminister, BC

CO-CHAIRS:

Don Rose, Chair, TransLink Board of Directors
Mayor Gregor Robertson, Chair, Mayors' Council on Regional Transportation

Joint Discussion – Chaired by Mayor Gregor Robertson

- | | |
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| 1. PRELIMINARY MATTERS | 10:00 |
| 1.1 Call to Order | |
| 1.2 Adoption of the Agenda | |
| 2. REPORTS | 10:00 – 10:45 |
| 2.1 2017 – 2026 Investment Plan: Phase One of the 10-Year Vision (<i>Report at page 2; Appendix 1 at page 7; Appendix 2 at page 111</i>) | |
| Report from Geoff Cross, Vice President, Transportation Planning and Policy, TransLink and Mike Buda – Executive Director, Mayors' Council on Regional Transportation | |
| 3. ADJOURNMENT | 10:45 |

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

FROM: Geoff Cross – Vice President, Transportation Planning and Policy
Mike Buda – Executive Director, Mayors' Council on Regional Transportation

DATE: November 18, 2016

SUBJECT: 2017-2026 Investment Plan: Phase One of the 10-Year Vision

PURPOSE

The purpose of this report is to summarize the 2017 Investment Plan: Phase One of the 10-Year Vision. Recommendations to approve the Plan are provided separately in a report to the Board of Directors and a report to the Mayors' Council on Regional Transportation.

BACKGROUND

In 2014, the Mayors' Council on Regional Transportation developed the *10-Year Vision for Metro Transit and Transportation* (10-Year Vision). The 10-Year Vision identifies policies, service improvements, and strategic investments to improve mobility, respond to growth, and advance the goals identified in TransLink's Regional Transportation Strategy (RTS) and Metro Vancouver's Regional Growth Strategy (RGS).

In 2015, a regional plebiscite to provide the region's share of funding for the 10-Year Vision failed to pass. In Spring 2016, the Mayors' Council put forward a new funding strategy for the 10-Year Vision. This funding strategy is founded on a "fair-share" funding framework for cost-sharing between the region, the provincial government, and the federal government.

In June 2016, the federal and provincial governments announced more than \$600 million in capital funding to support transit investments in Metro Vancouver, through the initial phase of the federal Public Transit Infrastructure Fund (PTIF) program. The TransLink Board of Directors and the Mayors' Council worked together to identify a complete Phase One package to leverage new senior government funding and to advance approximately the first three years of multimodal services and investments from the Vision.

In order to commit to significant service expansion and new investments, TransLink must identify associated expenditures and funding in an "investment plan" approved by both the TransLink Board of Directors and the Mayors' Council. Work on the 2017 Investment Plan began in Summer 2016, under the joint direction of the Board's 10-Year Investment Plan Committee and the Mayors' Council Funding Strategy Committee. The committees identified a three-phased approach to implementation of the 10-Year Vision, to allow funding commitments to be confirmed over time, while keeping delivery of the Vision as a whole on track.

In September 2016, the Mayors' Council adopted a resolution requesting TransLink to consult with the public on a Draft 2017 Investment Plan, which would commit to implementation of approximately the

first three years of the 10-Year Vision. Public consultation on the Plan (also referred to as “Phase One of the 10-Year Vision” or the “Phase One Plan”) occurred in October 2016.

At a joint meeting on November 10, 2016, the Board and Mayors’ Council reviewed the findings of the public consultation process, and the Mayors’ Council adopted a resolution requesting TransLink to prepare a Final 2017 Investment Plan for consideration by both bodies on November 23, 2016.

DISCUSSION

Management has prepared the Final 2017 Investment Plan: Phase One of the 10-Year Vision, attached as Appendix 1 to this report.

Investment

Phase One of the 10-Year Vision will expand transit service across Metro Vancouver to increase system capacity, reduce overcrowding, and expand service to new areas. The Phase One Plan will result in the largest transit service expansion in Metro Vancouver since 2009. Under the Phase One Plan, TransLink will:

Invest to maintain and grow the transportation system:

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

Manage the system to be more efficient and customer-focused:

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

Partner to make it happen:

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

Funding

Phase One represents a 10-year program of \$3.5 billion in capital investment and \$17.2 billion in operating expenditures. Of this amount, expanded investment (compared to previously planned and committed service levels and funding) totals \$1.15 billion in capital and \$820 million in operating expenditure.

The Plan includes new senior government capital funding for expanded transit and transportation investment, consisting of:

- \$370 million from the federal government's Phase 1 Public Transit Infrastructure Fund (PTIF) program
- \$244 million from the provincial government, as a contribution to the PTIF-funded program

Regional funding for the expanded transit and transportation investment in Phase One will be provided by:

- Capital funding from the Greater Vancouver Regional Fund (GVRF), subject to allocation by Metro Vancouver
- Use of some proceeds from the sale of surplus TransLink property
- A contribution from TransLink's existing funding sources/savings
- An adjustment to the TransLink portion of property taxes in the region, to better reflect growth and development
- Gradual, annual increases to transit fares
- A new region-wide fee on development activity

If the region-wide development fee is not enabled and confirmed by 2018 for implementation in 2020, and to the extent this is not offset by greater than anticipated revenues from other sources, a portion of the expansion contemplated for introduction in 2019 and later would need to be deferred. The Plan includes detailed financial schedules and forecasts for both scenarios.

Consultation Feedback

In accordance with the SCBCTA Act, TransLink undertook consultations on the investment plan with the public and stakeholders during October 2016. Consistent with the Mayors' Council resolution adopted on November 10, 2016, the Plan includes a summary of activities and key findings from the consultation process.

The public consultation indicated significant enthusiasm for, and interest in, the transportation improvements proposed in the Plan. There is broad regional support for improving transportation, particularly for the expansion of transit service throughout Metro Vancouver. In addition, many members of the public indicated that, while the improvements in Phase One are warranted, the Plan will not meet the region's long-term transportation needs.

Members of the public are, as expected, cautious regarding any increase to taxes or fees. This caution was reflected in many of the comments received regarding individual funding sources. However, many stakeholders and members of the public saw the Plan's funding package as reasonable, particularly given the tools currently available to the region and the need to begin implementation of the 10-Year Vision.

Changes to the Plan Document

Consistent with guidance received from the Board and the Mayors' Council on November 10, 2016, the Final Plan does not reflect substantive changes to the investment and funding proposals included in the Draft Plan. Feedback on specific service details will help to inform further detailed planning, project-level consultation, and implementation of the improvements in the Plan. The Plan emphasizes the public and municipal consultation processes that will ensue for detailed service planning.

Appendix 2 to this report provides a detailed summary of changes to the document since the Board and Mayors' Council reviewed the Draft Plan on November 10, 2016. These changes include:

- Addition of an executive summary and introductory letters from the Chairs of the Board and Mayors' Council and from the TransLink CEO;
- Refinement of language regarding studies for TransLink Park and Ride facilities, to include assessment of pricing policy, as well as investigation of needs and opportunities for additional park and ride facilities;
- Clarification of language concerning future supportive cycling and walking infrastructure investment for rapid transit expansion projects;
- Additional graphics and diagrams to illustrate key concepts, including a concept map of the Frequent Transit Network following Phase One service expansion;
- A summary of the feedback heard during the consultation process; and
- An additional appendix, presenting the 10-year financial statements for the Plan.

Implementation Milestones

If the Phase One Plan is approved, TransLink will mobilize to initiate implementation including:

<i>January 2017</i>	<ul style="list-style-type: none">• Initial SeaBus service expansion• Additional off-peak Expo and Millennium Line SkyTrain service• Additional Canada Line SkyTrain service• Additional HandyDART service
<i>April 2017</i>	<ul style="list-style-type: none">• Bus service expansion
<i>June 2017</i>	<ul style="list-style-type: none">• Bus service expansion
<i>September 2017</i>	<ul style="list-style-type: none">• Bus service expansion
<i>2017</i>	<ul style="list-style-type: none">• Municipal road, walking, and cycling projects• Infrastructure upgrades• Additional SeaBus service expansion
<i>2018</i>	<ul style="list-style-type: none">• Continued roll-out of bus and rail service expansion• Delivery of new buses and HandyDART vehicles• 10% lane-km expansion of Major Road Network• Continued roll-out of municipal road, walking and cycling projects• Infrastructure upgrades
<i>2019</i>	<ul style="list-style-type: none">• Implementation of new B-Lines• Delivery of new SeaBus vessel• Delivery of expansion SkyTrain vehicles• Delivery of new West Coast Express cars• Continued delivery of new buses and HandyDART vehicles• Continued roll-out of municipal road, walking and cycling projects

Concurrent with initiating implementation of the Phase One investments, TransLink will develop the Phase Two investment plan in 2017.

CONCLUSION

Management has prepared the 2017-2026 Investment Plan: Phase One of the 10-Year Vision. Recommendations to approve the Plan are provided separately in a report to the Board of Directors and a report to the Mayors' Council.

Appendices:

1. 2017-2026 Investment Plan: Phase One of the 10-Year Vision
2. Summary of Changes versus November 10 Draft Plan

Phase One of the 10-Year Vision

2017–2026 INVESTMENT PLAN

NOVEMBER 2016

Submitted to the TransLink Board of Directors and the Mayors' Council on Regional Transportation for approval.

TRANSLINK BOARD OF DIRECTORS

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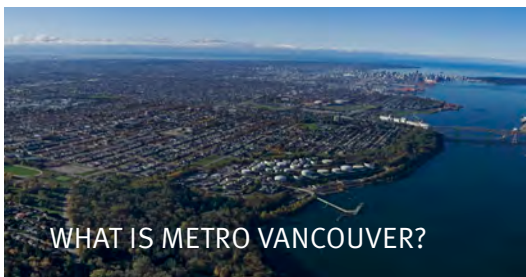
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Bryce Williams
Chief, Tsawwassen First Nation

ABOUT TRANSLINK

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



WHAT IS METRO VANCOUVER?

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

ABOUT THE PHASE ONE PLAN

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

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

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

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

CAUTION REGARDING FORWARD-LOOKING STATEMENTS

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

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

LETTER FROM THE TRANSLINK BOARD OF DIRECTORS AND MAYORS' COUNCIL

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

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

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

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

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

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

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

Sincerely,



Don Rose
Chair, TransLink Board of Directors



Mayor Gregor Robertson
Chair, Mayors' Council on Regional Transportation

LETTER FROM THE CEO

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

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

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

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


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

Highlights of the Phase One improvements include:

- 10% increase in bus service – which represents 40% of the bus service expansion identified in the entire 10-Year Vision;
- 15% increase in HandyDART service;
- 20% increase in rail service;
- New or expanded transit services for neighbourhoods that currently have few – or no – transit options today;
- Safer walking and cycling routes; and
- Reduced traffic congestion by fixing bottlenecks on major roads.

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

Sincerely,



Kevin Desmond
Chief Executive Officer, TransLink

Executive Summary of the Phase One Plan

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

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

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

HIGHLIGHTS OF THE PHASE ONE PLAN

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

Under the Phase One Plan, TransLink will:

Invest to maintain and grow the transportation system

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

Manage the system to be more efficient and customer-focused

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

Partner to make it happen

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

FUNDING THE PHASE ONE PLAN

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

A partnership between all levels of government

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

- The Government of Canada has committed \$370 million for capital expenditures in the Plan through the new Public Transit Infrastructure Fund.
- The Government of British Columbia has committed \$244 million for capital expenditures in the Plan.
- To meet the opportunity provided by new senior government funding, the Plan includes new regional funding of more than \$500 million for capital expenditures and \$800 million for operating expenditures over 10 years.

A balanced approach to regional funding

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

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

CONSULTATION ON THE PHASE ONE PLAN

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

FUTURE INVESTMENT PLANS

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

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

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INTRODUCTION



Our regional context

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

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

The 10-Year Vision

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

The Phase One Plan

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

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

2015 PLEBISCITE

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

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



How to use this document

This document is organized into the following sections:

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

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

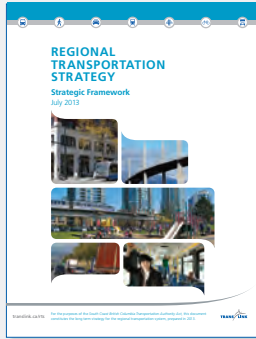
- **APPENDIX C** contains supplementary notes for the Phase One Plan.
- **APPENDIX D** contains full financial statements and financial indicators for the Phase One Plan.

Future investment plans

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

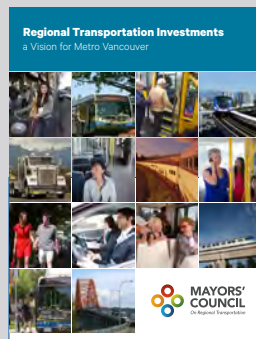


TransLink's Planning Framework



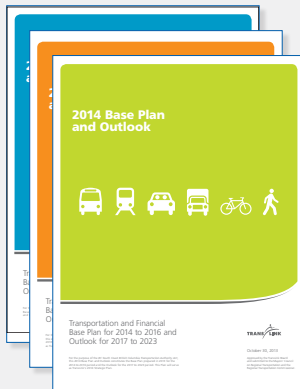
REGIONAL TRANSPORTATION STRATEGY (2013)

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



10-YEAR VISION (2014)

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



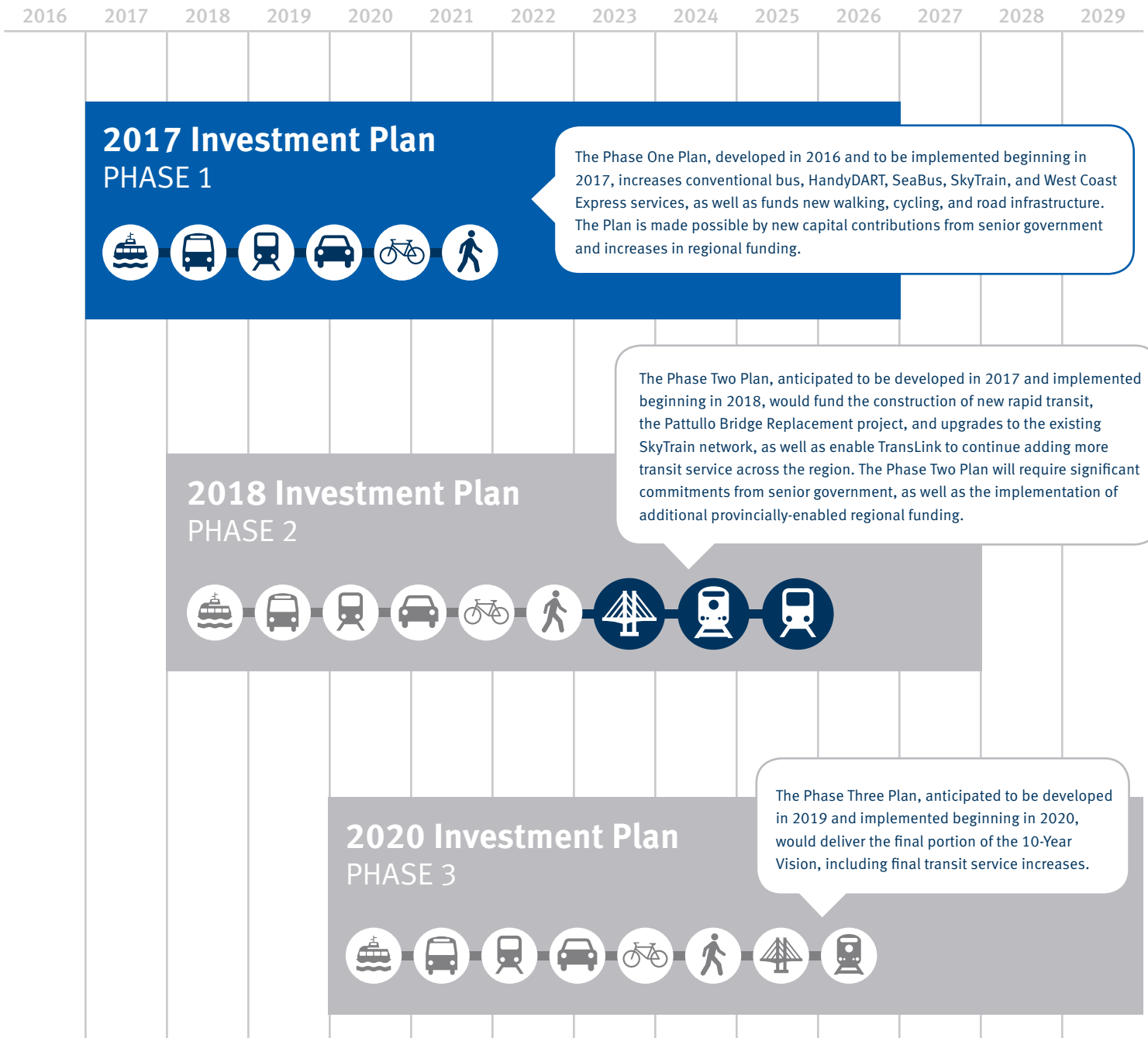
INVESTMENT PLANS

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



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

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



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



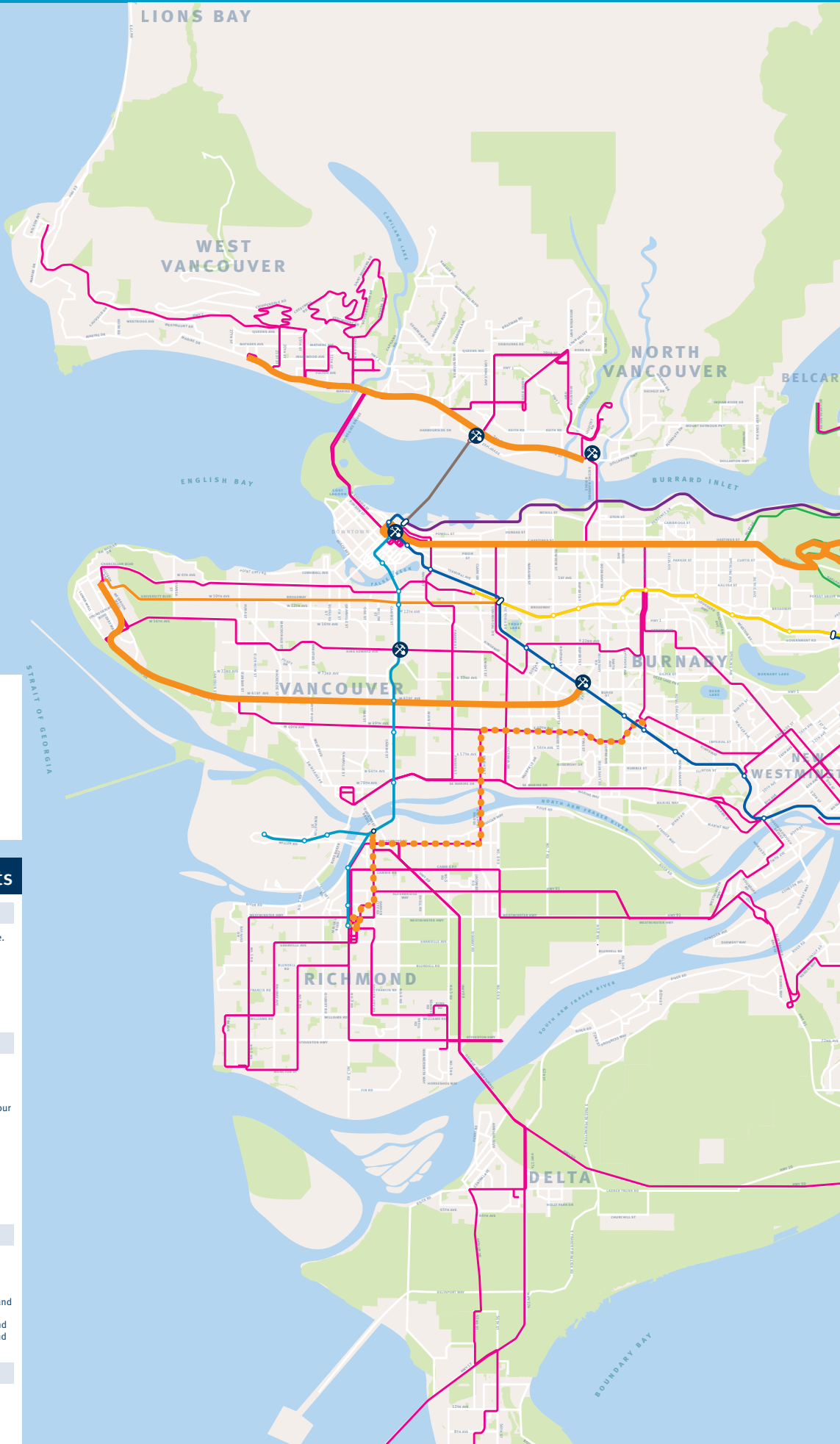


INVEST

to Maintain & Grow the Transportation System



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



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

Transit Service Improvements

SkyTrain

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

Buses

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

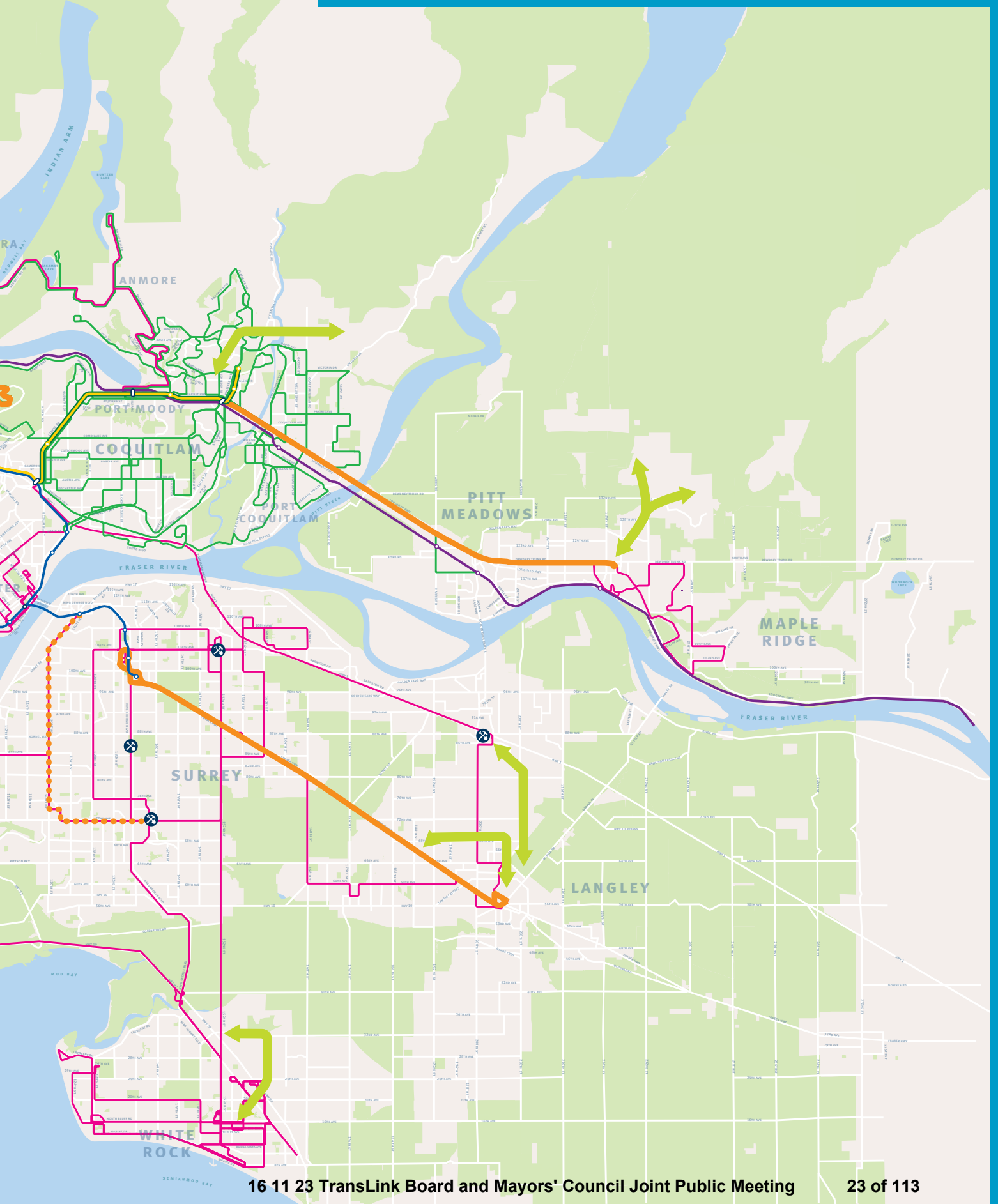
Other Transit Services

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

Infrastructure Improvements

- Upgrades to improve customer experience and accessibility.

Map of Phase One Plan transit improvements



Invest in state of good repair

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

Key actions for the Plan period include:

CAPITAL-M

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

Maintain rail systems

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

Maintain bus and SeaBus systems

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

Invest in transit

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

TransLink's previous strategic plan, the 2014 Base Plan, maintained approximately 6.3 million annual service hours of conventional transit operations from 2014 through 2016. This Plan will deliver 6.7 million annual service hours of conventional transit operations in 2017, increasing over time to 7.3 million annual service hours of conventional transit operations by 2026.¹ Compared to previously committed service levels¹, this Plan includes a 10% increase in conventional bus service, a 15% increase in HandyDART service, and a 20% increase in rail service across the region over previous levels – the largest transit service expansion in the region since 2009.

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



Key actions for the Plan period include:

TRANSIT OPERATIONS

Bus service

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

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

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

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

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

ACCESS TRANSIT IMPROVEMENTS

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

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

^aNew service in Burke Mountain will be introduced in December 2016 to coincide with the opening of the Evergreen Extension and the related bus integration.

^bNew service in Willoughby was introduced in September 2016 by rerouting Route 595 to 208th Street. This Phase One improvement of the 10-Year Vision was implemented by reallocating existing resources.

^cNew service on Hastings Street will be introduced in December 2016. This Phase One improvement of the 10-Year Vision will be implemented by reallocating existing resources.

^dAlignments will be confirmed through a joint study with municipalities.



- Increase the number of HandyDART trips that can be provided in 2017, 2018, and 2019.¹

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

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

SeaBus service

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

Rail service

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

TRANSIT CAPITAL

Bus fleet

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

SeaBus fleet

- Purchase one new SeaBus vessel.

Rail fleet

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

Operations and maintenance facility upgrades

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



Station and exchange upgrades

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

Other transit infrastructure

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

Invest in walking & cycling

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

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

Key actions for the Plan period include:

Municipality-owned walking and cycling infrastructure

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



TransLink-owned walking and cycling infrastructure

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

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

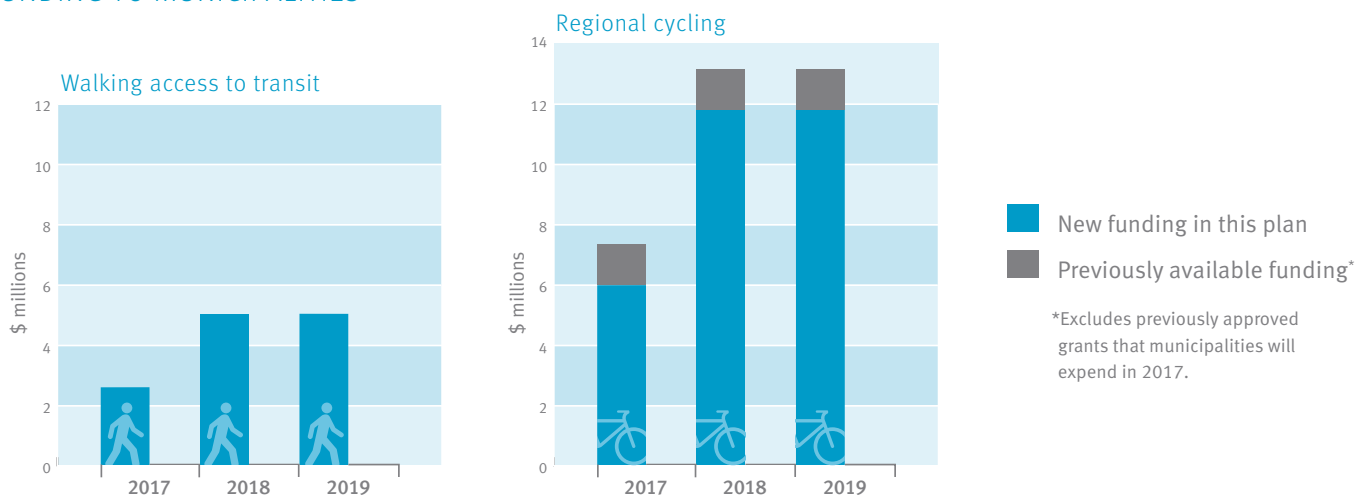
Invest in roads & bridges

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

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

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

FUNDING TO MUNICIPALITIES



Kilometres of MRN funded for operations, maintenance, and rehabilitation



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

Key actions for the Plan period include:

Major Road Network

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

TransLink-owned bridges

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

Prepare for future transportation investments

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

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

Key actions for the Plan period include:

System planning

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



Millennium Line Broadway Extension (Broadway Subway)

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

South of Fraser Rapid Transit

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

Upgrades to Existing Rail Infrastructure

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

Pattullo Bridge Replacement

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

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

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

Burnaby Mountain

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

Future rail connection to UBC

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

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



MANAGE

the System to be More Efficient & Customer-Focused



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

Make travel safe and secure

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

Key actions for the Plan period include:

Transit Police

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

Emergency planning

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

Make travel easy, attractive and reliable

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

Access Transit

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

Transit network performance

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

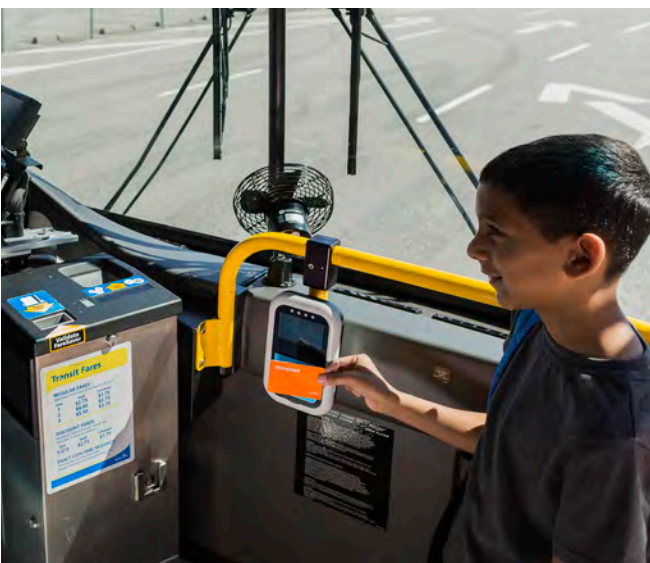


Compass

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

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

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



Customer experience

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

Goods movement

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

Low-carbon fleet

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



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

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

Key actions for the Plan period include:

Transit fare policy

- Complete the Transit Fare Review.

Parking policy

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

Mobility pricing policy

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



PARTNER

to Make it Happen



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

Align transportation and land use

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

Key actions for the Plan period include:

With partner agencies

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

With real estate and commercial partners

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



Develop Project Partnership Agreements

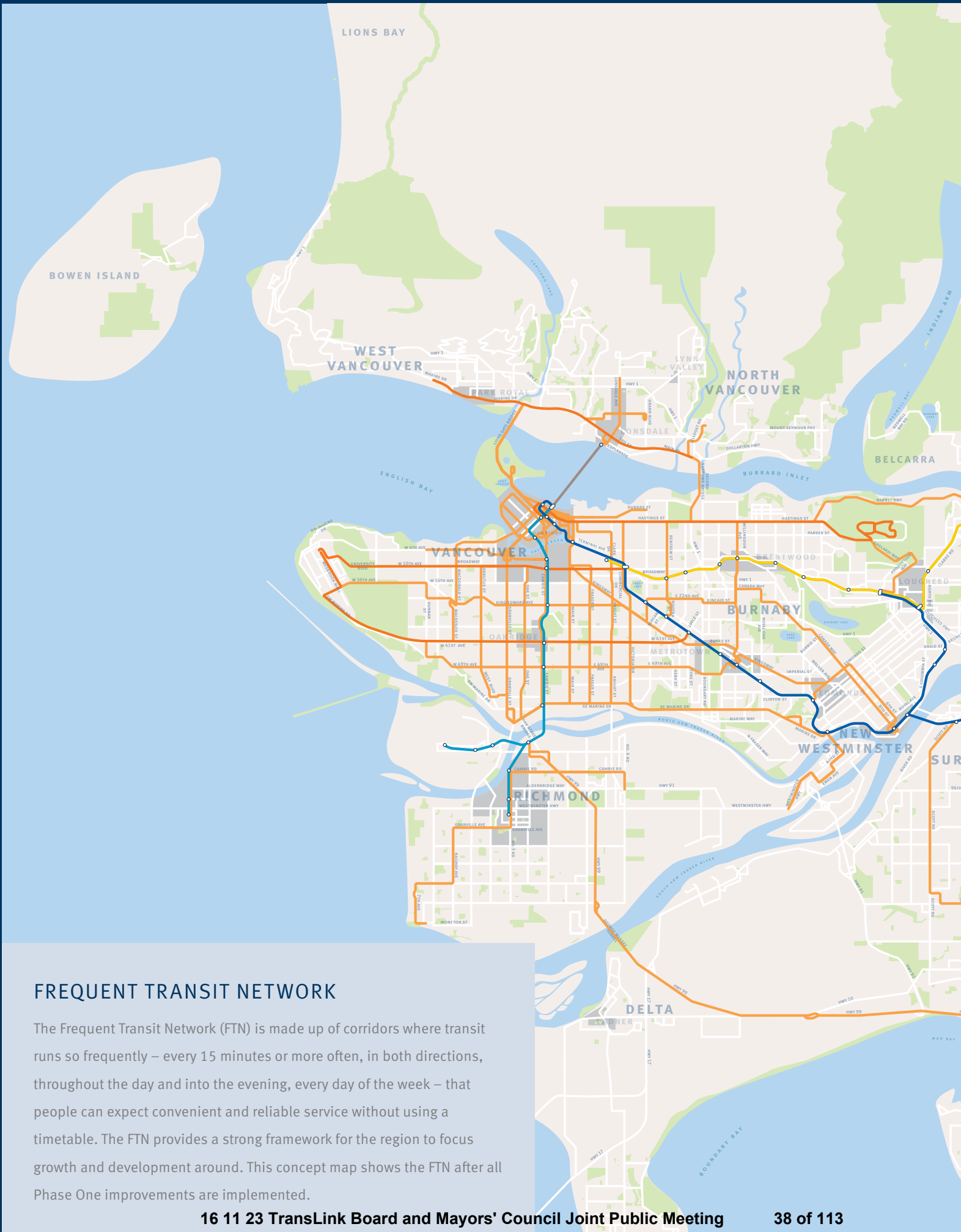
The 10-Year Vision calls for establishing Project Partnership Agreements between TransLink and local governments whenever the region is making major investment decisions that 1) involve significant cost and risk, and 2) require higher degrees of coordination and collaboration between multiple partners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

Key actions for the Plan period include:

Project Partnership Agreements

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





FREQUENT TRANSIT NETWORK

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

Legend

Frequent Transit Network

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

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

FTN

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



B-Line

Frequent bus service, with limited stops.



Canada Line

High frequency rail service.
Early morning to late evening.



Expo Line

High frequency rail service.
Early morning to late evening.



Millennium Line

High frequency rail service.
Early morning to late evening.



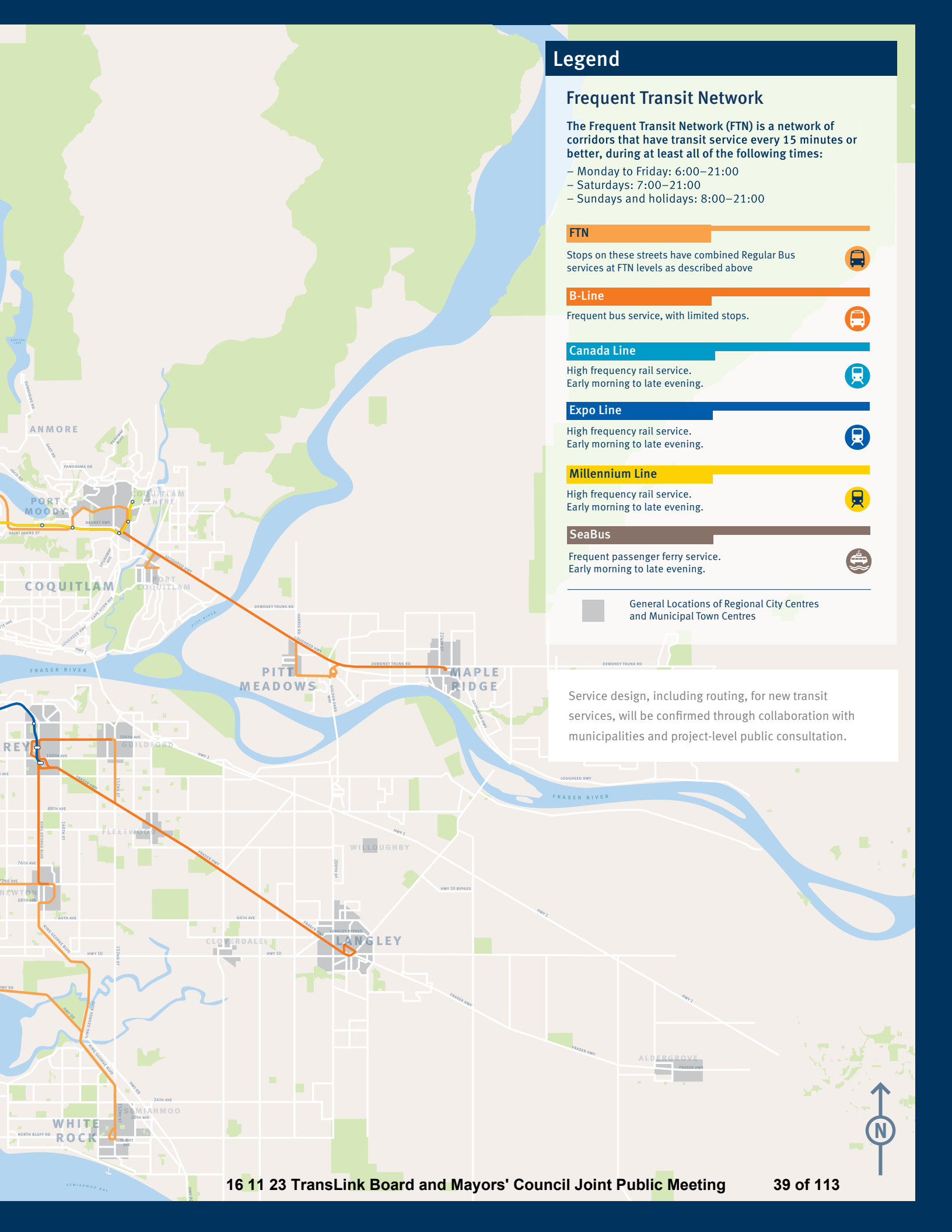
SeaBus

Frequent passenger ferry service.
Early morning to late evening.



General Locations of Regional City Centres and Municipal Town Centres

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



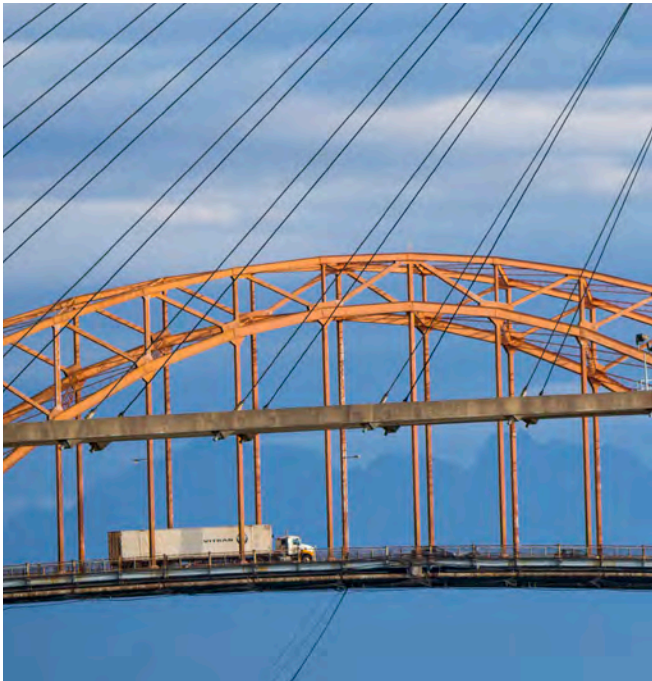
Innovate through new public-private sector partnerships

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

Key actions for the Plan period include:

With goods movement partners

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



With new mobility partners

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



OUTCOMES



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

Regional Transportation Strategy Goals

RTS Goal 1.

Provide sustainable transportation choices

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

RTS Goal 2.

Support a compact urban area

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

RTS Goal 3.

Foster safe, healthy and complete communities

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



RTS Goal 4.

Enable a sustainable economy

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

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

RTS Goal 5.

Protect the environment

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



Regional Transportation Strategy Targets

RTS Target:

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

- In 1994, before TransLink was established, the regional walking, cycling, and transit mode share was 23%. By the 2011, it had increased to 27% – a greater mode shift than in any comparable urban region in Canada or the United States.
- The entire 10-Year Vision is forecast to further increase the regional walking, cycling, and transit mode share to 31% by 2030. This is equivalent to 354 million annual transit journeys in 2030. Much of this is due to the assumed implementation of mobility pricing.
- In comparison, this Plan is forecast to increase ridership from 233 million annual transit journeys in 2016 to 272 million annual transit journeys by 2026 – about 10% of the ridership increase expected from the entire 10-Year Vision.²
- By implementing the first phase of the 10-Year Vision, this Plan makes progress toward the RTS's sustainable mode share target for 2045. Continued progress will require committing to further investment in sustainable transportation, as well as advancing demand management strategies like mobility pricing.
- TransLink will report progress toward this target through the Trip Diary series, which surveys regional travel behaviour at five-year intervals.

RTS Target:

Reduce distances driven by 1/3 from 2011 levels

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

REPORTING ON PROGRESS

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

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



FUNDING



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

Key Milestones in Regional Transportation Funding

1999

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

2006

Parking site tax enacted.

2007

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

2010

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

JULY: Parking rights tax enacted.

2012

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

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

2013

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

2014

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

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

2015

MARCH–MAY: 74-day plebiscite voting period.

JULY: Plebiscite fails to pass.

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

2016

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

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

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



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

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

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

Revenue sources

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

Transit revenues

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

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

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



Property taxes

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

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

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

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

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

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

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

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

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



Motor fuel sales tax

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

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

Proposed development fee

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

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

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



Parking rights tax

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

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

Golden Ears Bridge tolls

TransLink collects revenue from tolls on the Golden Ears Bridge.

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

Power levy

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

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

Interest income (unrestricted)

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

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

- The Plan includes \$155 million in unrestricted interest income over 10 years.

Provincial contributions to operations

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

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





Capital funding and senior government contributions

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

Sale of surplus property

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

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

Public Transit Infrastructure Fund

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

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



Greater Vancouver Regional Fund

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

- The Plan includes \$983 million in GVRF contributions over 10 years to support eligible transit fleet expansion and system modernization projects:
 - » Fleet replacement, modernization, and expansion
 - » SkyTrain vehicle refurbishment
 - » Infrastructure improvements and replacements

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

Build Canada Fund

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

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

Provincial contributions

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

- The Plan includes \$244 million in provincial contributions for capital projects funded by Phase 1 of the PTIF. See Schedule 12 for a list of projects to be funded by PTIF.
- The Plan also includes \$9 million in other provincial capital contributions.

Established borrowing limit

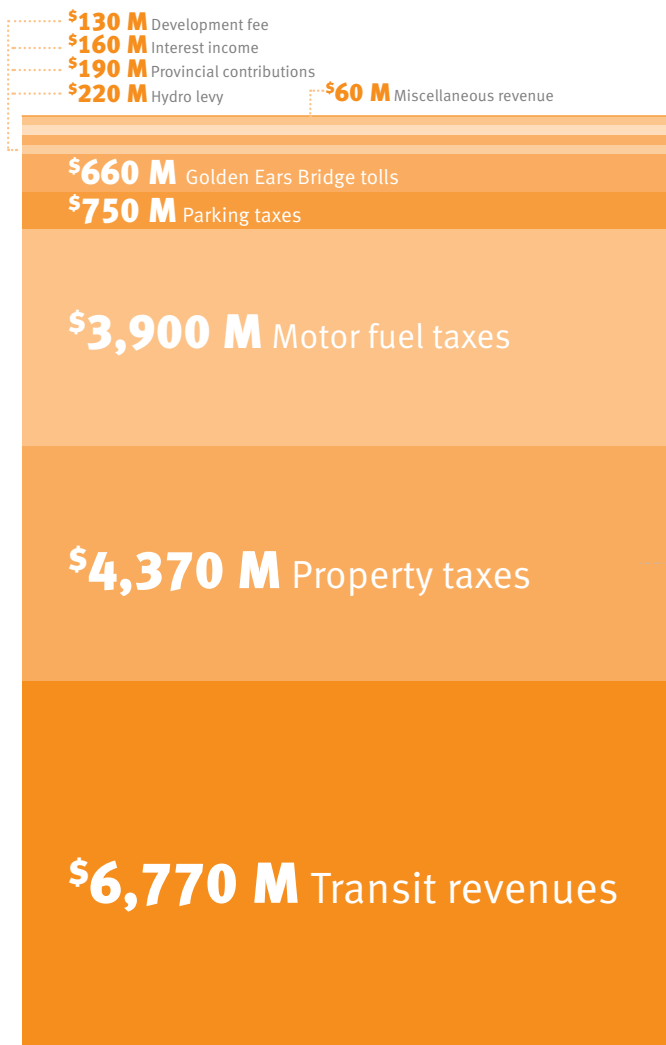
TransLink previously had an established borrowing limit of \$3.5 billion. This Plan increases the amount TransLink may borrow by \$500 million so that the revised borrowing limit becomes \$4 billion. This supports TransLink’s ability to deliver the regional share of capital expenditures in this plan.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



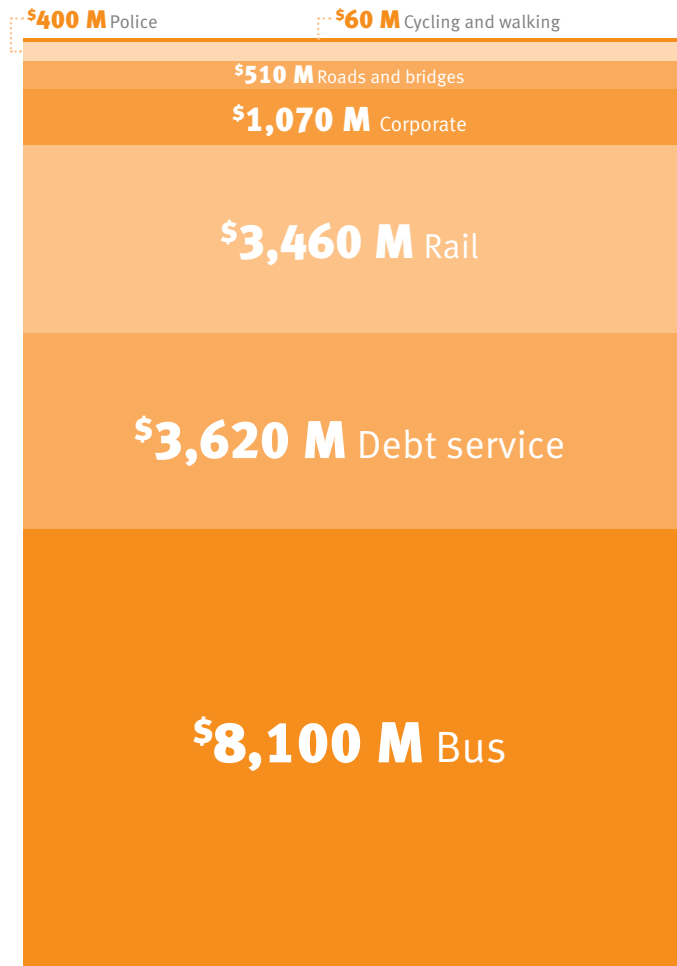
Operating revenues and expenditures (2017 – 2026)

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

TOTAL OPERATING REVENUES \$17.2 BILLION



TOTAL OPERATING EXPENDITURES \$17.2 BILLION



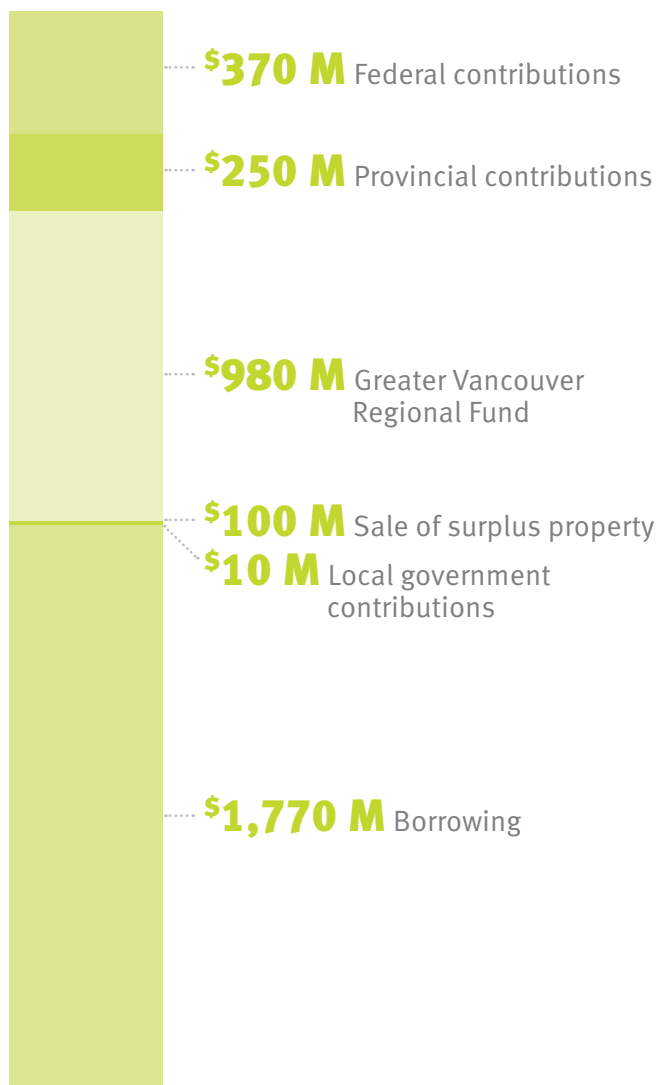
The figures used in these illustrations have been rounded and may not total to 100%. For detailed financial figures, please refer to the Appendices.



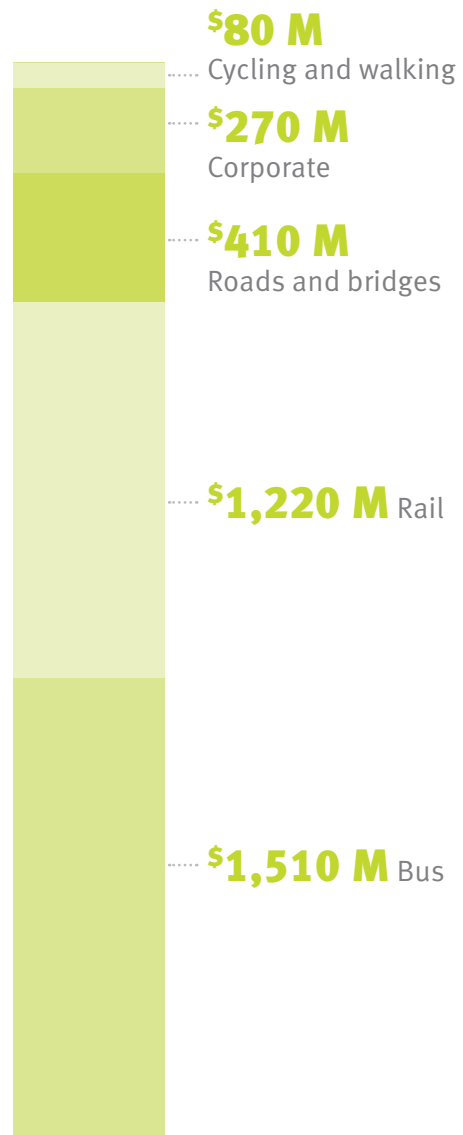
Capital funding and expenditures (2017 – 2026)

Phase One includes \$3.5 billion in capital expenditures over 10 years.

TOTAL CAPITAL FUNDING \$3.5 BILLION



TOTAL CAPITAL EXPENDITURES \$3.5 BILLION



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

What's new in Phase 1 (2017–2026)

Expansion investments represent 6% of the total capital expenditure and 33% of the total operating expenditure in Phase One. This expansion is made possible by the new senior government funding and regional contributions.

EXPANSION OPERATING REVENUES

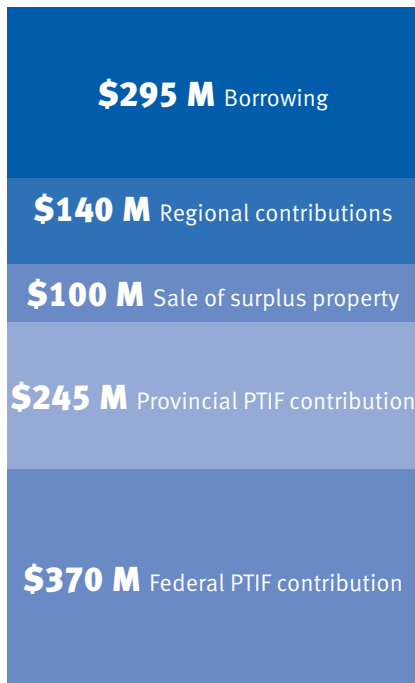
Property tax adjustment	Revenue from increased transit service	Contribution from existing sources	Development fee	Fare increase
\$365 M	\$230 M	\$160 M	\$130 M	\$90 M

EXPANSION OPERATING EXPENDITURES

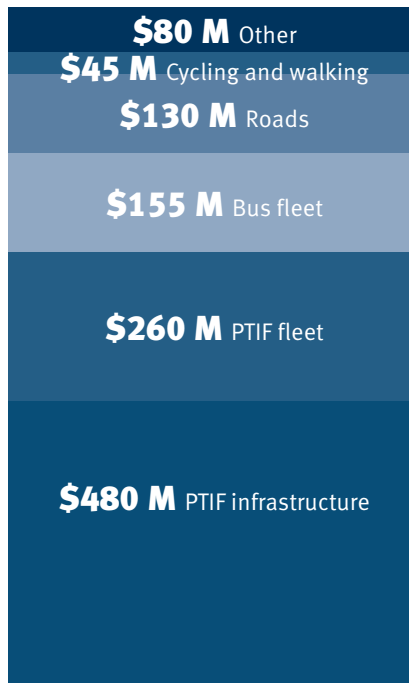
Bus	Rail	Debt service	Roads	Other
\$530 M	\$210 M	\$160 M	\$50 M	\$25 M

EXPANSION OPERATING \$975 MILLION

EXPANSION CAPITAL FUNDING



EXPANSION CAPITAL EXPENDITURES



EXPANSION CAPITAL \$1.15 BILLION

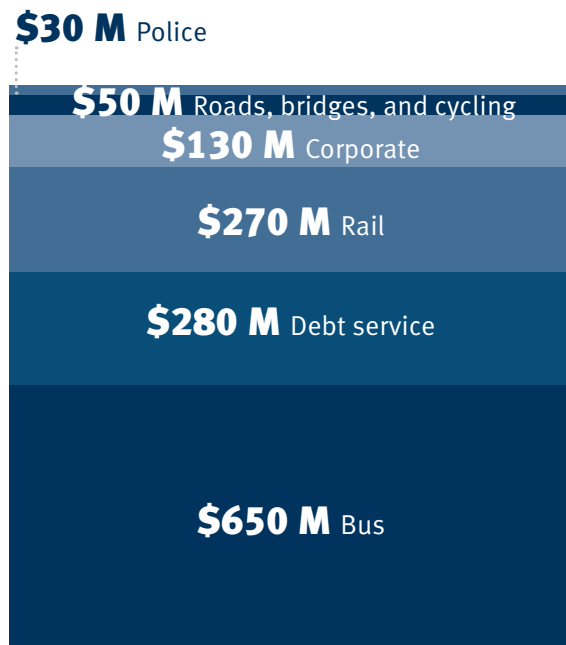
The figures used in these illustrations have been rounded and may not total to 100%. For detailed financial figures, please refer to the Appendices.



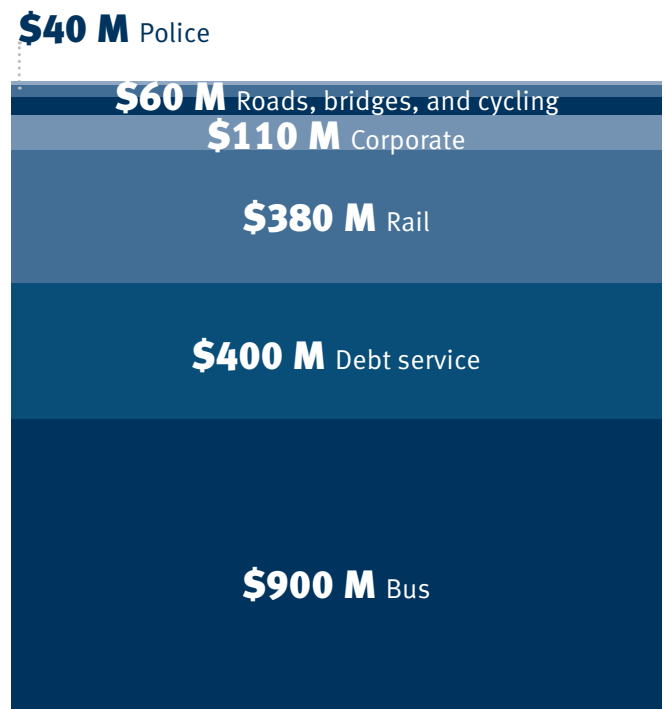
TransLink's annual operating expenditures 2016 vs. 2026

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

2016 OPERATING EXPENDITURES (\$1.4 BILLION)



2026 OPERATING EXPENDITURES (\$1.9 BILLION)



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



CONSULTATION

on the Phase One Plan



Consultation on the Phase One Plan

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

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

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

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

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

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

Transit and transportation improvements

SUMMARY OF INPUT

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

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



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

ASSESSMENT AND RESPONSE TO INPUT

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

Funding sources

SUMMARY OF INPUT

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

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



- Fare increases. Of all the proposed funding sources, fare increases were most commented on, although the overall number of comments about them was relatively small. About 500 written comments (6%) were not supportive of fare increases. Some respondents felt that transit fares were already expensive and expressed concern about the impact of fare increases on lower-income customers. Some respondents also cautioned that fare increases could deter ridership. To the extent fares were to be increased under the Plan, respondents preferred that fare increases be kept small and distributed over multiple years.
- Property taxes. Comments about the property tax varied. About 300 written comments (3%) expressed concern or opposition to property tax, while 200 comments (2%) expressed support for the proposed property tax change. The supportive comments often indicated a desire to reduce fare increases by relying to a greater extent on property tax.
- Development fee. About 100 written comments (1%) were about the new region-wide development fee. In contrast to the comments about fare increases and property taxes, comments about the development fee were generally supportive of development activity playing a role in funding transportation investment. Stakeholders and members of the public identified various issues to be further considered through the detailed policy development and implementation process for the fee.
- Other. Some respondents suggested funding expansion through cost-saving measures and put forward numerous ideas to improve TransLink's efficiency. Some comments further suggested that TransLink should not increase taxes or fees until further savings have been identified to support new investments.

ASSESSMENT AND RESPONSE TO INPUT

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

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

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



APPENDICES



Appendices

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

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

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

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

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

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

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

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

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



Appendix A: Schedules with development fee revenues

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

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

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

SCHEDULE 1: OPERATING EXPENDITURES (\$ MILLIONS)												
OPERATING EXPENDITURES	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Bus Division	654	691	728	761	793	811	828	845	863	882	901	8,104
Rail Division	266	300	309	325	337	346	355	363	369	374	382	3,459
Roads, Bridges, Cycling (excluding MRN Capital Funding)	53	53	52	54	55	56	58	59	61	62	64	573
TransLink Corporate	129	120	101	99	100	104	105	106	108	112	113	1,067
Transit Police	34	37	37	38	39	40	40	41	42	43	44	402
Total Operating Expenditures (Excluding Debt Service)	1,135	1,202	1,227	1,277	1,324	1,356	1,385	1,414	1,443	1,473	1,504	13,604
DEBT SERVICE												
Debt Service Costs	278	287	310	334	356	370	381	390	401	399	396	3,624
Total Operating Expenditures (Including Debt Service)	1,414	1,488	1,537	1,611	1,680	1,726	1,767	1,804	1,843	1,872	1,900	17,228

Note: Totals may not add due to rounding.



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

	2016 Budget	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Bus													
Previously committed	4,998	4,997	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	50,025
New in this Plan			132	293	384	500	500	500	500	500	500	500	4,308
Total	4,998	4,997	5,134	5,295	5,386	5,502	5,502	5,502	5,502	5,502	5,502	5,502	54,333
SeaBus													
Previously committed	11	11	11	11	11	11	11	11	11	11	11	11	109
New in this Plan			1	1	2	3	3	3	3	3	3	3	25
Total	11	11	12	12	13	14	14	14	14	14	14	14	135
Rail													
Previously committed	1,352	1,343	1,503	1,510	1,510	1,510	1,510	1,510	1,510	1,510	1,510	1,510	15,095
New in this Plan			75	111	191	251	266	280	291	295	295	295	2,348
Total	1,352	1,343	1,577	1,621	1,701	1,762	1,776	1,790	1,801	1,805	1,805	1,805	17,443
Total Service Hours (Excluding HandyDart)	6,361	6,352	6,724	6,929	7,101	7,278	7,292	7,307	7,317	7,321	7,321	7,321	71,911

Note: Totals may not add due to rounding.



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

	2016 Budget	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
HandyDART Vehicle Trips Available													
Previously committed	1,100	1,120	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	11,000
New in this Plan			85	133	171	171	171	171	171	171	171	171	1,586
Total	1,100	1,120	1,185	1,233	1,271	1,271	1,271	1,271	1,271	1,271	1,271	1,271	12,586
Taxi-Provided HandyDART Trips Available													
Previously committed	102	124	102	102	102	102	102	102	102	102	102	102	1,020
New in this Plan	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	102	124	102	102	102	102	102	102	102	102	102	102	1,020
Total Custom Transit Trips Available	1,202	1,244	1,287	1,287	1,335	1,373	1,373	1,373	1,373	1,373	1,373	1,373	13,520

Notes:

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

The 2016 Second Quarter (Q2) Forecast is higher than the 2016 Budget as the result of an increase in HandyDART demand, leading to a mid-year decision to deliver some of the anticipated expansion service before 2017.

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

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

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

Totals may not add due to rounding.



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

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

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

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



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

CAPITAL EXPENDITURES	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017- 2026
Bus												
Equipment	3	10	45	-	-	-	-	-	-	-	-	55
Facilities	3	7	15	3	1	4	3	3	2	3	2	43
Infrastructure	78	54	73	36	29	16	20	13	13	14	18	286
Technology	-	2	4	4	-	-	-	-	-	-	-	10
Vehicles	79	194	208	95	35	21	21	95	142	76	233	1,120
Bus Total	163	267	345	138	65	41	44	111	157	93	253	1,514
Rail												
Equipment	13	27	53	14	22	16	7	-	-	-	-	139
Facilities	2	1	11	2	1	2	3	3	-	-	-	23
Infrastructure	87	181	158	41	10	17	18	17	16	28	16	502
Technology	2	3	14	1	1	1	-	1	-	1	-	22
Vehicles	9	119	120	8	12	21	32	110	108	-	-	530
Rail Total	113	331	356	66	46	57	60	131	124	29	16	1,216
Corporate												
Equipment	-	1	4	-	-	-	-	-	-	-	-	5
Facilities	1	2	-	-	-	-	-	-	-	-	-	2
Infrastructure	227	58	4	-	5	5	5	5	-	-	-	82
Technology	17	16	19	21	20	20	16	16	17	17	17	179
Non-Revenue Vehicles	1.0	0.6	0.3	0.1	0.1	-	-	0.3	0.4	0.3	-	2.1
Corporate Total	246	78	27	21	25	25	21	21	17	17	17	270
TransLink-Owned Roads and Bridges												
TransLink-Owned Cycling	1	4	5	6	1	1	1	1	1	1	1	22
TransLink-Owned Roads and Bridges	18	9	15	9	5	-	-	-	-	-	-	38
TransLink-Owned Roads and Bridges Total	19	13	20	15	6	1	1	1	1	1	1	60

Note: Totals may not add due to rounding.



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

CAPITAL INFRASTRUCTURE CONTRIBUTIONS	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Municipality-Owned Walking and Cycling												
Walking												
Previously committed	-	-	-	-	-	-	-	-	-	-	-	-
New in this Plan	-	2.5	5.0	5.0	-	-	-	-	-	-	-	12.5
Total	-	2.5	5.0	5.0	-	-	-	-	-	-	-	12.5
Regional Cycling												
Previously committed (allocated to a specific project)	-	0.2	-	-	-	-	-	-	-	-	-	0.2
Previously committed (available to new projects)	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	16.0
New in this Plan	-	6.0	11.9	11.9	-	-	-	-	-	-	-	29.8
Total	1.6	7.8	13.5	13.5	1.6	1.6	1.6	1.6	1.6	1.6	1.6	46.0
Municipality-Owned Walking and Cycling Total	2	10	19	19	2	2	2	2	2	2	2	59
Municipality-Owned Roads												
MRN Pavement Rehab												
Previously committed	12	17	26	24	22	22	22	22	23	24	24	228
New in this Plan	-	-	3	3	3	4	4	4	5	5	5	34
Total	12	17	29	27	25	26	26	26	28	29	29	262
MRN Upgrades												
Previously committed (allocated to a specific project)	7	9	5	14	-	-	-	-	-	-	-	28
New in this Plan	-	10	20	20	-	-	-	-	-	-	-	50
Total	7	19	25	34	-	-	-	-	-	-	-	78
MRN Seismic												
Previously committed	-	-	-	-	-	-	-	-	-	-	-	-
New in this Plan	-	6.5	13.0	13.0	-	-	-	-	-	-	-	32.5
Total	-	6.5	13.0	13.0	-	-	-	-	-	-	-	32.5
Municipality-Owned Roads Total	19	43	67	74	25	26	26	26	28	29	29	373
Total Capital Expenditures and Infrastructure Contributions	562	741	833	330	171	151	152	292	329	170	319	3,488

Notes: Totals may not add due to rounding.

Figures are inclusive of projects approved or underway.



SCHEDULE 6: MAJOR CAPITAL PROJECTS OVER \$50 MILLION

PROJECT	PROJECT START YEAR	GROSS COST (\$ MILLIONS)	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Fleet Replacement												
2018 Conventional Bus Replacements	2017	65	-	62	3	-	-	-	-	-	-	-
2023 Conventional Bus Replacements	2022	86	-	-	-	-	-	-	82	4	-	-
2024 Conventional Bus Replacements	2023	122	-	-	-	-	-	-	-	116	6	-
2025 Conventional Bus Replacements	2024	65	-	-	-	-	-	-	-	-	62	3
2026 Conventional Bus Replacements	2025	206	-	-	-	-	-	-	-	-	-	206
Replacement of SkyTrain MKI Vehicles	2021	232	-	-	-	-	10	22	100	100	-	-
Fleet Expansion												
Expansion of 40-ft Conventional Bus Fleet	2018	73	-	68	5	-	-	-	-	-	-	-
Expansion of 60-ft Conventional Bus Fleet	2018	66	-	12	54	-	-	-	-	-	-	-
Canada Line Fleet Expansion	2017	88	44	44	-	-	-	-	-	-	-	-
Expo Line Fleet Expansion	2017	80	40	40	-	-	-	-	-	-	-	-
Upgrades to Existing Rail Infrastructure												
Expo Line Burrard Station Upgrade	2017	61	5	56	-	-	-	-	-	-	-	-
SkyTrain OMC Upgrades	2017	50	25	25	-	-	-	-	-	-	-	-
Expo Line Guideway Seismic Upgrade	2020	53	-	-	-	3	10	10	10	10	10	-
Total Major Capital Project Gross Costs		1,247	114	307	62	3	20	32	192	230	78	209

Note: Totals may not add due to rounding.

SCHEDULE 7: MAJOR ROAD NETWORK EXPANSION

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

Note: The 2016 figure is based on information from the September forecast.



SCHEDULE 8: REVENUE SOURCES (\$ MILLIONS)

OPERATING REVENUES	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Transit Revenues												
Fares	517	539	567	596	624	646	670	693	715	737	757	6,544
Other Transit Revenues	19	20	21	21	22	22	22	23	23	24	24	222
Property Tax												
Standard Property Tax: Previous Year + 3%	324	333	350	367	384	401	419	438	457	477	498	4,123
Standard Property Tax: Additional	-	6	6	6	5	6	6	6	6	7	7	62
Replacement Tax	18	18	18	18	18	18	18	18	18	18	18	180
Motor Fuel Tax	376	385	388	389	390	390	391	391	392	393	393	3,901
Parking Rights Tax	67	70	71	73	74	75	76	77	78	79	80	753
Golden Ears Bridge Toll Revenues	52	56	58	60	62	65	67	70	72	75	78	664
Other												
Hydro Levy	20	21	21	21	22	22	22	23	23	23	24	222
Interest Income (Unrestricted)	4	3	7	13	17	18	18	18	19	20	22	155
Provincial Operating Contribution	19	19	19	19	19	19	19	19	19	19	19	192
Miscellaneous Revenue (non-tax revenues)	6	5	5	5	5	5	6	6	6	6	6	56
REVENUES APPLIED TO DEBT SERVICE COSTS												
Development Fee	-	-	-	-	10	15	20	20	20	21	21	127
Total Revenues	1,423	1,475	1,532	1,589	1,652	1,702	1,754	1,802	1,850	1,898	1,948	17,202

Note: Totals may not add due to rounding.



SCHEDULE 9A: TRANSIT FARE RATES

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

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



SCHEDULE 9B: TRANSIT FARE RATES – WEST COAST EXPRESS

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

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



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

	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Regular, Short Term Fares	\$84,527	\$96,393	\$100,282	\$103,863	\$106,512	\$108,500	\$110,506	\$111,864	\$112,347	\$113,436	\$114,193	\$1,077,895
Discounted, Short Term Fares	\$136,244	\$154,269	\$166,396	\$179,212	\$190,299	\$199,712	\$209,353	\$219,054	\$228,807	\$237,986	\$247,264	\$2,032,353
Non-Short Term Fares	\$174,962	\$183,341	\$192,281	\$202,248	\$212,210	\$220,526	\$228,764	\$237,114	\$244,948	\$252,539	\$259,566	\$2,233,538
Total	\$395,733	\$434,003	\$458,959	\$485,323	\$509,021	\$528,738	\$548,623	\$568,032	\$586,102	\$603,962	\$621,023	\$5,343,785
Short Term Fares as a Percentage of Total	56%	58%	58%	58%	58%	58%	58%	58%	58%	58%	58%	58%
Program Revenues	\$121,649	\$104,554	\$107,620	\$111,087	\$114,663	\$117,647	\$121,425	\$125,320	\$129,309	\$132,703	\$136,194	\$140,562
Total Fare Revenues	\$517,382	\$538,557	\$566,579	\$596,410	\$623,684	\$646,384	\$670,048	\$693,352	\$715,411	\$736,665	\$757,217	\$6,544,307

Notes:

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

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

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

Totals may not add due to rounding.



SCHEDULE 10: GOLDEN EARS BRIDGE TOLL RATES

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

SCHEDULE 11: CAPITAL FUNDING CONTRIBUTIONS (\$ MILLIONS)

CAPITAL FUNDING CONTRIBUTIONS (\$ MILLIONS)	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Federal												
Build Canada	22	4	-	-	-	-	-	-	-	-	-	4
Federal Public Transit Infrastructure Fund (PTIF)	-	152	218	-	-	-	-	-	-	-	-	370
Provincial												
Provincial Contribution to PTIF Projects	-	100	144	-	-	-	-	-	-	-	-	244
Provincial Contribution (Excluding PTIF)	44	9	-	-	-	-	-	-	-	-	-	9
Regional												
Greater Vancouver Regional Fund (GVRF)	129	185	158	94	40	26	26	87	119	59	188	982
Regional Proceeds From Sale of Assets	-	10	10	10	10	10	10	10	10	10	10	100
Other	1	1	1	1	1	1	1	1	1	1	1	10
Total Capital Funding Contributions	196	461	531	105	51	37	37	98	130	70	199	1,719

Notes: Totals may not add due to rounding.

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



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

PTIF PROJECT NUMBER	PROJECT	DETAILS
MV-001	South of Fraser Rapid Transit Planning and Design	Procurement readiness
MV-002	South of Fraser Rapid Transit Early Works - new bus exchanges, roadway and utility works	Upgrades to Guildford Exchange and Newton Exchange; roadway and utility works
MV-003	Millennium Line Extension (Broadway) Planning and Design	Procurement readiness
MV-004	Millennium Line Extension (Broadway) Early Works	Improvements to the existing SkyTrain maintenance/operations facilities
MV-005 MV-006	Rapid Transit Fleet Expansion – Expo and Millennium Lines	Procure 28 new SkyTrain cars
MV-007	Rapid Transit Fleet Expansion – Canada Line	Procure 22 new Canada Line cars
MV-008	Rapid Transit Fleet Expansion – West Coast Express	Procure 5 new West Coast Express cars and 1 new locomotive
MV-009	Rapid Transit Fleet Expansion – SeaBus	Procure 1 new SeaBus
MV-010	Rapid Transit Stations	Upgrade Expo/Millennium and Canada Line stations, including Burrard Station and Joyce-Collingwood Station (Phase 2)
MV-011	Bus Facilities and Exchanges	Improvements to transit exchanges, including Phibbs Exchange, Lonsdale Quay Bus Exchange, and Metrotown Bus Loop
MV-012	Multimodal Station Amenities	Construction of 8 bike parkades at Carvolth Exchange and Canada Line, Millennium Line Evergreen Extension, and West Coast Express stations
MV-013	Transit System Rehabilitation and Maintenance	Rehabilitation components across the SkyTrain network
MV-014	Bus Loop Rehabilitation	Rehabilitation improvements at various bus facility locations
MV-015	Information Technology	Upgrade of asset management software and IT infrastructure across the region



SCHEDULE 13: PROJECTS FUNDED BY THE GREATER VANCOUVER REGIONAL FUND

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



SCHEDULE 14: PROJECTS FUNDED BY THE BUILD CANADA FUND

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

SCHEDULE 15: BORROWING (\$ MILLIONS)

BORROWING	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Borrowing Limit	3,500	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000
Gross Direct Debt (Ending Balance)	3,024	3,195	3,336	3,484	3,523	3,540	3,545	3,715	3,825	3,771	3,584

SCHEDULE 16: RIDERSHIP FORECASTS

	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Ridership (millions of transit journeys)	233	240	248	255	260	262	265	267	269	270	272	2,607
Annual Increase (over previous year)		3.1%	3.0%	2.8%	2.0%	1.1%	0.9%	0.9%	0.5%	0.6%	0.5%	

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



Appendix B: Schedules without development fee revenues

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

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

SCHEDULE 1: OPERATING EXPENDITURES (\$ MILLIONS)												
OPERATING EXPENDITURES	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Bus Division	654	691	728	755	781	798	815	832	850	868	887	8,006
Rail Division	266	300	309	324	335	344	351	357	363	368	375	3,425
Roads, Bridges, Cycling (excluding MRN Capital Funding)	53	53	52	53	54	55	56	57	58	60	61	560
TransLink Corporate	129	120	101	99	97	101	102	103	105	110	111	1,052
Transit Police	34	37	37	38	39	40	40	41	42	43	44	402
Total Operating Expenditures (Excluding Debt Service)	1,135	1,202	1,227	1,270	1,307	1,338	1,365	1,391	1,418	1,448	1,478	13,444
DEBT SERVICE												
Debt Service Costs	278	287	310	334	356	370	381	389	400	399	395	3,622
Total Operating Expenditures (Including Debt Service)	1,414	1,488	1,537	1,604	1,663	1,708	1,746	1,781	1,819	1,847	1,873	17,066

Note: Totals may not add due to rounding.



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

	2016 Budget	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Bus													
Previously committed	4,998	4,997	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	50,025
New in this Plan			132	293	343	396	396	396	396	396	396	396	3,546
Total	4,998	4,997	5,134	5,295	5,346	5,399	5,399	5,399	5,399	5,399	5,399	5,399	53,572
SeaBus													
Previously committed	11	11	11	11	11	11	11	11	11	11	11	11	109
New in this Plan			1	1	2	3	3	3	3	3	3	3	25
Total	11	11	12	12	13	14	14	14	14	14	14	14	135
Rail													
Previously committed	1,352	1,343	1,503	1,510	1,510	1,510	1,510	1,510	1,510	1,510	1,510	1,510	15,095
New in this Plan			74	111	172	213	227	234	234	234	234	234	1,967
Total	1,352	1,343	1,577	1,621	1,682	1,723	1,737	1,744	1,744	1,744	1,744	1,744	17,061
Total Service Hours (Excluding HandyDart)	6,361	6,352	6,724	6,929	7,041	7,136	7,150	7,158	7,158	7,158	7,158	7,158	70,768

Note: Totals may not add due to rounding.



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

	2016 Budget	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
HandyDART Vehicle Trips Available													
Previously committed	1,100	1,120	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	11,000
New in this Plan			85	133	133	133	133	133	133	133	133	133	1,282
Total	1,100	1,120	1,185	1,233	1,233	1,233	1,233	1,233	1,233	1,233	1,233	1,233	12,282
Taxi-Provided HandyDART Trips Available													
Previously committed	102	124	102	102	102	102	102	102	102	102	102	102	1,020
New in this Plan	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	102	124	102	102	102	102	102	102	102	102	102	102	1,020
Total Custom Transit Trips Available	1,202	1,244	1,287	1,335	1,335	1,335	1,335	1,335	1,335	1,335	1,335	1,335	13,302

Notes:

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

The 2016 Second Quarter (Q2) Forecast is higher than the 2016 Budget as the result of an increase in HandyDART demand, leading to a mid-year decision to deliver some of the anticipated expansion service before 2017.

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

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

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

Totals may not add due to rounding.



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

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

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

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



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

CAPITAL EXPENDITURES	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017- 2026
Bus												
Equipment	3	10	45	-	-	-	-	-	-	-	-	55
Facilities	3	7	15	3	1	4	3	3	2	3	2	43
Infrastructure	78	54	73	36	29	16	20	13	13	14	18	286
Technology	-	2	4	4	-	-	-	-	-	-	-	10
Vehicles	79	194	208	95	35	21	21	95	142	76	233	1,120
Bus Total	163	267	345	138	65	41	44	111	157	93	253	1,514
Rail												
Equipment	13	27	53	14	22	16	7	-	-	-	-	139
Facilities	2	1	11	2	1	2	3	3	-	-	-	23
Infrastructure	87	181	158	41	10	17	18	17	16	28	16	502
Technology	2	3	14	1	1	1	-	1	-	1	-	22
Vehicles	9	119	120	8	12	21	32	110	108	-	-	530
Rail Total	113	331	356	66	46	57	60	131	124	29	16	1,216
Corporate												
Equipment	-	1	4	-	-	-	-	-	-	-	-	5
Facilities	1	2	-	-	-	-	-	-	-	-	-	2
Infrastructure	227	58	4	-	5	5	5	5	-	-	-	82
Technology	17	16	19	21	20	20	16	16	17	17	17	179
Non-Revenue Vehicles	1.0	0.6	0.3	0.1	0.1	-	-	0.3	0.4	0.3	-	2.1
Corporate Total	246	78	27	21	25	25	21	21	17	17	17	270
TransLink-Owned Roads and Bridges												
TransLink-Owned Cycling	1	4	5	6	1	1	1	1	1	1	1	22
TransLink-Owned Roads and Bridges	18	9	15	9	5	-	-	-	-	-	-	38
TransLink-Owned Roads and Bridges Total	19	13	20	15	6	1	1	1	1	1	1	60

Note: Totals may not add due to rounding.



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

CAPITAL INFRASTRUCTURE CONTRIBUTIONS	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Municipality-Owned Walking and Cycling												
Walking												
Previously committed	-	-	-	-	-	-	-	-	-	-	-	-
New in this Plan	-	2.5	5.0	5.0	-	-	-	-	-	-	-	12.5
Total	-	2.5	5.0	5.0	-	-	-	-	-	-	-	12.5
Regional Cycling												
Previously committed (allocated to a specific project)	-	0.2	-	-	-	-	-	-	-	-	-	0.2
Previously committed (available to new projects)	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	16.0
New in this Plan	-	6.0	11.9	11.9	-	-	-	-	-	-	-	29.8
Total	1.6	7.8	13.5	13.5	1.6	1.6	1.6	1.6	1.6	1.6	1.6	46.0
Municipality-Owned Walking and Cycling Total	2	10	19	19	2	2	2	2	2	2	2	59
Municipality-Owned Roads												
MRN Pavement Rehab												
Previously committed	12	17	26	24	22	22	22	22	23	24	24	228
New in this Plan	-	-	3	3	3	3	3	3	3	3	3	25
Total	12	17	29	27	25	25	25	25	26	27	27	253
MRN Upgrades												
Previously committed (allocated to a specific project)	7	9	5	14	-	-	-	-	-	-	-	28
New in this Plan	-	10	20	20	-	-	-	-	-	-	-	50
Total	7	19	25	34	-	-	-	-	-	-	-	78
MRN Seismic												
Previously committed	-	-	-	-	-	-	-	-	-	-	-	-
New in this Plan	-	6.5	13.0	13.0	-	-	-	-	-	-	-	32.5
Total	-	6.5	13.0	13.0	-	-	-	-	-	-	-	32.5
Municipality-Owned Roads Total	19	43	67	74	25	25	25	25	26	27	27	364
Total Capital Expenditures and Infrastructure Contributions	562	741	833	330	170	150	151	291	328	169	317	3,479

Notes: Totals may not add due to rounding.

Figures are inclusive of projects approved or underway.



SCHEDULE 6: MAJOR CAPITAL PROJECTS OVER \$50 MILLION

PROJECT	PROJECT START YEAR	GROSS COST (\$ MILLIONS)	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Fleet Replacement												
2018 Conventional Bus Replacements	2017	65	-	62	3	-	-	-	-	-	-	-
2023 Conventional Bus Replacements	2022	86	-	-	-	-	-	-	82	4	-	-
2024 Conventional Bus Replacements	2023	122	-	-	-	-	-	-	-	116	6	-
2025 Conventional Bus Replacements	2024	65	-	-	-	-	-	-	-	-	62	3
2026 Conventional Bus Replacements	2025	206	-	-	-	-	-	-	-	-	-	206
Replacement of SkyTrain MKI Vehicles	2021	232	-	-	-	-	10	22	100	100	-	-
Fleet Expansion												
Expansion of 40-ft Conventional Bus Fleet	2017	73	-	68	5	-	-	-	-	-	-	-
Expansion of 60-ft Conventional Bus Fleet	2017	66	-	12	54	-	-	-	-	-	-	-
Canada Line Fleet Expansion	2017	88	44	44	-	-	-	-	-	-	-	-
Expo Line Fleet Expansion	2017	80	40	40	-	-	-	-	-	-	-	-
Upgrades to Existing Rail Infrastructure												
Expo Line Burrard Station Upgrade	2017	61	5	56	-	-	-	-	-	-	-	-
SkyTrain OMC Upgrades	2017	50	25	25	-	-	-	-	-	-	-	-
Expo Line Guideway Seismic Upgrade	2020	53	-	-	-	3	10	10	10	10	10	-
Total Major Capital Project Gross Costs		1,247	114	307	62	3	20	32	192	230	78	209

Note: Totals may not add due to rounding.

SCHEDULE 7: MAJOR ROAD NETWORK EXPANSION

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

Note: The 2016 figure is based on information from the September forecast.



SCHEDULE 8: REVENUE SOURCES (\$ MILLIONS)

OPERATING REVENUES	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Transit Revenues												
Fares	517	539	567	593	618	640	662	684	705	726	746	6,479
Other Transit Revenues	19	20	21	21	22	22	22	23	23	24	24	222
Property Tax												
Standard Property Tax: Previous Year + 3%	324	333	350	367	384	401	419	438	457	477	498	4,123
Standard Property Tax: Additional	-	6	6	6	5	6	6	6	6	7	7	62
Replacement Tax	18	18	18	18	18	18	18	18	18	18	18	180
Motor Fuel Tax	376	385	388	389	390	390	391	391	392	393	393	3,901
Parking Rights Tax	67	70	71	73	74	75	76	77	78	79	80	753
Golden Ears Bridge Toll Revenues	52	56	58	60	62	65	67	70	72	75	78	664
Other												
Hydro Levy	20	21	21	21	22	22	22	23	23	23	24	222
Interest Income (Unrestricted)	4	3	7	13	17	18	18	18	18	19	20	152
Provincial Operating Contribution	19	19	19	19	19	19	19	19	19	19	19	192
Miscellaneous Revenue (non-tax revenues)	6	5	5	5	5	5	6	6	6	6	6	56
REVENUES APPLIED TO DEBT SERVICE COSTS												
Development Fee	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	1,423	1,475	1,532	1,585	1,637	1,681	1,726	1,772	1,819	1,866	1,915	17,007

Note: Totals may not add due to rounding.



SCHEDULE 9A: TRANSIT FARE RATES

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

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



SCHEDULE 9B: TRANSIT FARE RATES – WEST COAST EXPRESS

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

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



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

	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Regular, Short Term Fares	\$84,527	\$96,393	\$100,282	\$103,098	\$105,382	\$107,176	\$108,873	\$109,924	\$110,325	\$111,382	\$112,111	\$1,064,945
Discounted, Short Term Fares	\$136,244	\$154,269	\$166,396	\$177,890	\$188,272	\$197,267	\$206,249	\$215,241	\$224,672	\$233,658	\$242,735	\$2,006,651
Non-Short Term Fares	\$174,962	\$183,341	\$192,281	\$200,822	\$210,051	\$217,946	\$225,522	\$233,169	\$240,717	\$248,150	\$255,024	\$2,207,023
Total	\$395,733	\$434,003	\$458,959	\$481,810	\$503,706	\$522,388	\$540,644	\$558,334	\$575,714	\$593,191	\$609,869	\$5,278,618
Short Term Fares as a Percentage of Total	56%	58%	58%	58%	58%	58%	58%	58%	58%	58%	58%	58%
Program Revenues	\$121,649	\$104,554	\$107,620	\$111,087	\$114,663	\$117,647	\$121,425	\$125,320	\$129,309	\$132,703	\$136,194	\$140,562
Total Fare Revenues	\$517,382	\$538,557	\$566,579	\$592,898	\$618,369	\$640,035	\$662,069	\$683,653	\$705,023	\$725,894	\$746,063	\$6,479,140

Notes:

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

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

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

Totals may not add due to rounding.



SCHEDULE 10: GOLDEN EARS BRIDGE TOLL RATES

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

SCHEDULE 11: CAPITAL FUNDING CONTRIBUTIONS (\$ MILLIONS)

CAPITAL FUNDING CONTRIBUTIONS (\$ MILLIONS)	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Federal												
Build Canada	22	4	-	-	-	-	-	-	-	-	-	4
Federal Public Transit Infrastructure Fund (PTIF)	-	152	218	-	-	-	-	-	-	-	-	370
Provincial												
Provincial Contribution to PTIF Projects	-	100	144	-	-	-	-	-	-	-	-	244
Provincial Contribution (Excluding PTIF)	44	9	-	-	-	-	-	-	-	-	-	9
Regional												
Greater Vancouver Regional Fund (GVRF)	129	185	158	94	40	26	26	87	119	59	188	982
Regional Proceeds From Sale of Assets	-	10	10	10	10	10	10	10	10	10	10	100
Other	1	1	1	1	1	1	1	1	1	1	1	10
Total Capital Funding Contributions	196	461	531	105	51	37	37	98	130	70	199	1,719

Notes: Totals may not add due to rounding.

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



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

PTIF PROJECT NUMBER	PROJECT	DETAILS
MV-001	South of Fraser Rapid Transit Planning and Design	Procurement readiness
MV-002	South of Fraser Rapid Transit Early Works - new bus exchanges, roadway and utility works	Upgrades to Guildford Exchange and Newton Exchange; roadway and utility works
MV-003	Millennium Line Extension (Broadway) Planning and Design	Procurement readiness
MV-004	Millennium Line Extension (Broadway) Early Works	Improvements to the existing SkyTrain maintenance/operations facilities
MV-005 MV-006	Rapid Transit Fleet Expansion – Expo and Millennium Lines	Procure 28 new SkyTrain cars
MV-007	Rapid Transit Fleet Expansion – Canada Line	Procure 22 new Canada Line cars
MV-008	Rapid Transit Fleet Expansion – West Coast Express	Procure 5 new West Coast Express cars and 1 new locomotive
MV-009	Rapid Transit Fleet Expansion – SeaBus	Procure 1 new SeaBus
MV-010	Rapid Transit Stations	Upgrade Expo/Millennium and Canada Line stations, including Burrard Station and Joyce-Collingwood Station (Phase 2)
MV-011	Bus Facilities and Exchanges	Improvements to transit exchanges, including Phibbs Exchange, Lonsdale Quay Bus Exchange, and Metrotown Bus Loop
MV-012	Multimodal Station Amenities	Construction of 8 bike parkades at Carvolth Exchange and Canada Line, Millennium Line Evergreen Extension, and West Coast Express stations
MV-013	Transit System Rehabilitation and Maintenance	Rehabilitation components across the SkyTrain network
MV-014	Bus Loop Rehabilitation	Rehabilitation improvements at various bus facility locations
MV-015	Information Technology	Upgrade of asset management software and IT infrastructure across the region



SCHEDULE 13: PROJECTS FUNDED BY THE GREATER VANCOUVER REGIONAL FUND

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



SCHEDULE 14: PROJECTS FUNDED BY THE BUILD CANADA FUND

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

SCHEDULE 15: BORROWING (\$ MILLIONS)

BORROWING	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Borrowing Limit	3,500	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000
Gross Direct Debt (Ending Balance)	3,024	3,195	3,336	3,484	3,523	3,538	3,543	3,711	3,819	3,764	3,575

SCHEDULE 16: RIDERSHIP FORECASTS

	2016 Q2 Forecast	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Ridership (millions of transit journeys)	233	240	248	253	257	259	261	263	264	265	267	2,577
Annual Increase (over previous year)		3.1%	3.0%	2.1%	1.7%	0.9%	0.7%	0.6%	0.4%	0.6%	0.5%	

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



Appendix C: Notes on travel forecasting tools

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

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

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

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



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

	Q2 Forecast											
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
Revenue												
Taxation	805,298	833,028	854,801	873,570	902,201	926,571	951,698	972,831	994,795	1,017,638	1,041,395	
Fuel	376,000	384,564	388,409	388,986	389,568	390,156	390,750	391,350	391,955	392,567	393,185	
Property & Replacement	341,540	357,332	373,882	390,678	407,323	424,683	442,790	461,676	481,374	501,922	523,354	
Parking Rights	67,359	70,387	71,443	72,515	73,602	74,706	75,827	76,964	78,119	79,291	80,480	
Hydro Levy	20,399	20,745	21,067	21,391	21,708	22,025	22,331	22,641	22,945	23,252	23,564	
Development Fee	-	-	-	-	10,000	15,000	20,000	20,200	20,402	20,606	20,812	
Transit	536,565	558,910	587,330	617,569	645,257	668,382	692,477	716,221	738,730	760,442	781,461	
Government transfers	222,505	281,904	284,732	238,959	174,894	157,956	148,111	170,444	171,644	108,988	235,015	
Golden Ears Bridge tolling	52,197	55,744	57,886	60,072	62,366	64,751	67,231	69,810	72,482	75,281	78,181	
Interest Income	39,054	37,412	42,810	46,927	54,476	58,275	61,296	63,365	65,842	69,810	73,751	
Amortization of deferred concessionaire credit	23,401	23,337	23,273	23,273	23,273	23,337	23,273	23,273	23,273	23,337	23,273	
Miscellaneous	5,536	5,464	5,396	5,479	5,377	5,401	5,502	5,604	5,679	5,785	5,893	
Sub Total Continuing Operations	1,684,555	1,796,099	1,856,208	1,865,849	1,867,844	1,904,673	1,949,589	2,021,548	2,076,455	2,065,222	2,242,066	
Gain on disposal	17,148	149,677	-	-	-	-	-	-	-	-	-	
Total Revenue (PSAB)	1,701,703	1,945,776	1,856,208	1,865,849	1,867,844	1,904,673	1,949,589	2,021,548	2,076,455	2,065,222	2,242,066	
Expenditures												
Bus Division	654,073	691,289	727,778	760,525	793,181	810,742	827,945	845,122	863,156	881,853	901,090	
Corporate operations	74,834	90,774	79,012	79,267	80,816	82,503	84,114	85,869	87,546	89,372	91,116	
Rail Division	265,601	300,011	308,619	324,990	337,211	345,754	354,773	363,001	368,765	373,921	381,560	
Roads & Bridges	74,895	103,243	135,551	140,882	81,456	83,565	84,903	87,204	89,803	92,547	95,049	
Transit Police	33,630	36,921	37,457	38,146	38,909	39,687	40,481	41,290	42,116	42,959	43,818	
Amortization of Capital Assets ¹	185,020	209,283	237,501	266,257	277,313	282,223	287,239	283,976	276,487	275,688	276,895	
Interest	170,417	176,301	190,001	201,940	215,517	225,155	230,685	238,820	248,948	250,851	249,930	
Sub Total Continuing Operations	1,458,470	1,607,824	1,715,919	1,812,008	1,824,403	1,869,629	1,910,139	1,945,283	1,976,730	2,007,190	2,039,458	
Corporate - one-time	54,130	29,673	22,145	20,170	18,693	21,132	20,503	19,807	20,193	22,662	22,064	
Total Expenditures (PSAB)	1,512,599	1,637,497	1,738,064	1,832,177	1,843,096	1,890,761	1,930,643	1,965,090	1,996,923	2,029,852	2,061,522	
Surplus for the period (PSAB)	189,104	308,279	118,144	33,672	24,748	13,912	18,946	56,459	79,532	35,370	180,544	
Accumulated Surplus¹, beginning of the year	315,676	504,779	813,058	931,202	964,874	989,622	1,003,534	1,022,480	1,078,939	1,158,470	1,193,840	
Accumulated Surplus¹, end of the year	504,779	813,058	931,202	964,874	989,622	1,003,534	1,022,480	1,078,939	1,158,470	1,193,840	1,374,384	

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



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

For the years ending 31 Dec.

02 Forecast

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Cash provided by (used for):											
Operating transactions:											
Surplus for the year	189,104	308,279	118,144	33,672	24,748	13,912	18,946	56,459	79,532	35,370	180,544
Non-cash changes to operations:											
Amortization of capital assets	185,020	209,283	237,501	266,257	277,313	282,223	287,239	283,976	276,497	275,688	276,895
Net change in contractor liability	66,861	66,633	67,838	67,447	66,931	66,279	65,480	64,524	63,395	62,083	60,571
Amortization of deferred government transfers	(202,406)	(262,677)	(265,505)	(219,732)	(155,667)	(138,729)	(128,884)	(151,217)	(152,417)	(89,761)	(215,788)
Amortization of bond issue costs	783	499	452	291	317	1	1	10	91	(30)	(59)
Amortization of Deferred Concessionaire credits	(23,401)	(23,337)	(23,273)	(23,273)	(23,273)	(23,397)	(23,273)	(23,273)	(23,273)	(23,337)	(23,273)
Gain on disposal of Real Estate	(17,148)	(149,677)	-	-	-	-	-	-	-	-	-
Write-down of capital assets/delivered lease inducements	(241)	(240)	(821)	(821)	(821)	(821)	(821)	(821)	(821)	(821)	(821)
Non-cash changes to operations	9,468	(159,515)	16,191	90,168	164,799	185,616	199,741	173,199	163,471	223,821	97,529
Changes in non-cash operating working capital	14,993	11,737	12,697	12,960	14,257	15,280	15,667	15,968	16,509	16,338	16,052
	213,565	160,500	147,033	136,800	203,803	214,808	234,354	245,625	259,212	275,529	294,125
Investing transactions:											
(Increase)/decrease in Self-administered sinking fund	(42,030)	(44,163)	(55,067)	(65,557)	(24,948)	(75,518)	(82,897)	(89,722)	(98,452)	22,658	(99,583)
(Increase)/decrease in Cash- restricted	(39,284)	(140,000)	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Decrease/(increase) in debt reserve fund deposits	1,442	2,127	3,245	1,399	(700)	2,061	2,586	(608)	1,885	1,425	11,164
Net Proceed/(Purchase) for Real Estate Transactions	17,148	150,960	-	-	-	-	-	-	-	-	-
Purchase of capital assets (excluding MRN)	(472,793)	(577,715)	(604,948)	(243,045)	(144,083)	(123,194)	(125,036)	(264,107)	(300,111)	(140,224)	(287,952)
	(535,518)	(608,791)	(646,770)	(297,204)	(159,731)	(186,651)	(195,348)	(344,437)	(386,679)	(106,140)	(366,371)
Financing transactions:											
Short-term borrowing	120,000	-	-	-	-	-	-	-	-	-	-
Short-term debt repayments	(4,278)	(9,427)	(18,863)	(24,505)	(28,789)	(28,156)	(27,822)	(22,454)	(21,784)	(21,514)	(23,142)
Government transfers received for capital additions	130,046	337,009	376,703	374,472	40,076	26,436	25,698	86,714	119,549	59,144	187,657
Golden Ears Bridge contractor liability payment	(68,871)	(70,097)	(73,018)	(74,977)	(75,977)	(77,504)	(79,046)	(80,632)	(82,252)	(83,888)	(85,569)
Bonds issued	149,894	311,188	300,550	225,339	120,141	113,555	115,989	194,820	167,222	100,673	120,736
Bonds matured	(80,665)	(131,940)	(141,266)	(52,529)	(52,593)	(68,859)	(82,727)	(2,797)	(132,941)	(100,941)	(280,000)
Sinking Funds Maturities	77,380	129,535	138,800	50,000	(24,981)	66,200	80,000	-	65,000	-	280,000
Sinking Fund Interest	(28,908)	(29,820)	(27,981)	(24,646)	(34,700)	(27,513)	(26,843)	(25,331)	(27,602)	(26,717)	(28,918)
Sinking Fund payments	(51,954)	(53,266)	(44,012)	(36,357)	-	(34,700)	(32,698)	(30,278)	(30,278)	(28,313)	(28,313)
Lease Inducements received	443	-	-	-	-	-	-	-	-	-	-
	243,087	483,183	510,914	157,297	(56,803)	(30,540)	(27,448)	120,043	153,786	(133,556)	142,453
Increase/(decrease) in cash	(78,866)	34,892	11,176	(3,106)	(12,731)	(2,384)	11,558	21,230	26,320	35,832	70,207
Cash, beginning of period	310,470	231,604	266,496	277,672	274,566	261,835	259,451	271,009	292,239	318,559	354,391
Cash, end of period	231,604	266,496	277,672	274,566	261,835	259,451	271,009	292,239	318,559	354,391	424,599



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

	Q2 Forecast										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Opening Gross Direct Borrowing	2,826	3,024	3,195	3,336	3,484	3,523	3,540	3,545	3,715	3,825	3,771
Adjustments	-	11	-	-	-	-	-	-	-	-	-
Retirements/Other	(71)	(141)	(160)	(77)	(81)	(97)	(111)	(25)	(90)	(154)	(307)
Short term borrowings	120	-	-	-	-	-	-	-	-	-	-
Borrowing in Yr - Capital	150	300	301	225	120	114	116	195	199	101	121
Closing Gross Direct Borrowing	3,024	3,195	3,336	3,484	3,523	3,540	3,545	3,715	3,825	3,771	3,584
Less: Sinking funds	(846)	(844)	(832)	(909)	(993)	(1,065)	(1,127)	(1,273)	(1,364)	(1,396)	(1,269)
Less: Debt Reserve Funds	(35)	(33)	(30)	(28)	(29)	(27)	(24)	(25)	(23)	(22)	(10)
Closing Net Direct Borrowing	2,143	2,318	2,474	2,547	2,501	2,448	2,394	2,417	2,438	2,353	2,305
Deferred Concessionaire credits	549	526	502	479	456	433	409	386	363	339	316
Golden Ears Bridge contractor liability	1,049	1,045	1,040	1,033	1,024	1,013	999	983	964	943	918
Closing Net Borrowing	3,741	3,889	4,016	4,060	3,981	3,894	3,802	3,787	3,765	3,635	3,538
Established Borrowing Limit - Gross Direct Debt	3,500	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000
Reconciliation of Borrowing During Year to Annual Capital Expenditures:											
Capital Expenditures (including MRN)	561	741	833	330	171	151	152	292	329	170	319
Less: Sr Gov't Contributions	(195)	(450)	(521)	(94)	(40)	(26)	(26)	(87)	(119)	(59)	(188)
Less: Other Contributions	(1)	(11)	(11)	(11)	(11)	(11)	(11)	(11)	(11)	(11)	(11)
Net Expenditures	365	280	301	225	120	114	116	195	199	101	121
Add: Gross-up for Debt Reserve Fund	(95)	20	-	-	-	-	-	-	-	-	-
Net Borrowing amount for capital	270	300	301	225	120	114	116	195	199	101	121



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

	Q2 Forecast										2017-2026 Total				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025		2026			
CAPITAL															
Projects Approved or Underway	538,880	345,259	43,929	6,919	461	-	-	-	-	-	-	-	-	-	396,588
Bus															
Equipment	-	9,013	45,063	-	-	-	-	-	-	-	-	-	-	-	54,075
Facilities	-	6,757	14,980	2,650	1,400	3,800	2,555	3,155	2,450	2,855	2,451	-	-	-	43,052
Infrastructure	-	27,906	61,212	24,791	13,204	3,700	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	127,113
Exchange	-	2,372	6,448	9,075	3,700	12,716	18,732	12,103	12,090	13,070	16,909	-	-	-	31,295
TOH	-	1,551	1,316	-	12,127	-	-	-	-	-	-	-	-	-	100,614
Other	-	500	3,750	4,000	-	-	-	-	-	-	-	-	-	-	8,250
Applications	-	1,079	18	-	-	-	-	-	-	-	-	-	-	-	1,097
Technology	-	-	-	-	-	-	-	-	-	-	-	-	-	-	582,743
Vehicles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	143,989
Conventional Bus	-	-	62,381	16,343	24,389	1,141	-	81,705	120,318	67,561	208,905	-	-	-	68,884
Community Shuttle	-	4,797	79,744	59,448	433	11,857	13,054	4,579	12,686	478	13,091	-	-	-	3,050
Custom	-	-	3,060	9,173	-	-	-	-	-	-	-	-	-	-	61,628
Seabus	-	-	5,730	6,231	6,367	6,485	6,624	6,757	6,892	7,030	9,501	-	-	-	5,088
Non-Revenue	-	-	2,851	2,237	-	-	-	-	-	-	-	-	-	-	34,000
Expansion	-	-	34,000	-	-	-	-	-	-	-	-	-	-	-	19,608
Non-Revenue	-	827	3,381	1,570	4,060	1,470	1,540	2,210	2,090	1,420	1,040	-	-	-	-
Subtotal Bus	-	54,802	327,465	135,519	65,681	41,179	43,705	111,708	157,726	93,614	253,037	-	-	-	1,284,496
Rail															
Equipment	-	14,684	48,012	14,163	21,842	16,285	6,685	2,500	-	-	-	-	-	-	121,671
Facilities	-	430	10,750	2,250	1,250	1,750	2,500	2,500	-	-	-	-	-	-	21,430
Infrastructure	-	21,152	78,617	600	450	6,697	-	-	-	-	-	-	-	-	100,819
Stations	-	17,434	17,434	23,650	6,697	16,980	-	-	-	-	-	-	-	-	49,498
Wayside	-	119,003	59,117	16,500	3,333	17,766	-	-	-	-	-	-	-	-	310,242
Other	-	3,240	3,240	606	1,100	600	1,000	600	100	600	100	-	-	-	3,240
Applications	-	1,418	10,577	500	625	1,780	-	-	-	-	-	-	-	-	15,802
Other	-	-	905	4,200	10,080	19,000	28,900	107,600	107,600	405	225	-	-	-	277,360
Non-Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	112,000
SkyTrain	-	56,000	-	-	-	-	-	-	-	-	-	-	-	-	88,000
Canada Line	-	44,000	-	-	-	-	-	-	-	-	-	-	-	-	7,500
West Coast Express	-	-	-	1,500	1,500	1,500	1,500	1,500	-	-	-	-	-	-	21,000
Expansion	-	-	10,500	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Rail	-	268,904	339,152	63,970	46,877	56,115	59,231	129,919	124,435	28,530	16,655	-	-	-	1,133,788
Corporate															
Equipment	-	1,121	3,930	-	-	-	-	-	-	-	-	-	-	-	5,051
Facilities	-	-	150	-	-	-	-	-	-	-	-	-	-	-	150
Infrastructure	-	1,621	1,621	5,000	5,000	5,000	5,000	5,000	-	-	-	-	-	-	23,241
Technology	-	8,417	6,993	5,500	4,000	4,000	-	-	-	-	-	-	-	-	28,910
Technology	-	4,050	4,185	-	-	-	-	-	-	-	-	-	-	-	8,235
Technology	-	-	7,200	15,400	15,700	15,900	16,100	16,200	16,600	16,800	17,200	-	-	-	137,100
Other	-	601	250	115	115	-	-	280	350	280	-	-	-	-	1,991
Non-Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Corporate	-	15,810	24,328	21,015	24,815	24,900	21,100	21,480	16,950	17,080	17,200	-	-	-	204,678
TL Roads & Bridges															
TL Infrastructure	-	-	1,000	5,000	5,000	-	-	-	-	-	-	-	-	-	11,000
Bridges	-	-	1,000	-	-	-	-	-	-	-	-	-	-	-	1,000
Bridges	-	-	2,000	-	-	-	-	-	-	-	-	-	-	-	2,000
Other	-	3,241	5,387	5,622	1,250	1,000	1,000	1,000	1,000	1,000	1,000	-	-	-	21,500
Bike/PiProgram	-	2,500	5,000	5,000	-	-	-	-	-	-	-	-	-	-	12,500
Walking Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Roads & Bridges	-	5,741	14,387	15,622	6,250	1,000	1,000	1,000	1,000	1,000	1,000	-	-	-	48,000
Capital Gross Cost	538,880	690,516	749,262	243,045	144,083	123,194	125,036	264,107	300,111	140,224	287,952	-	-	-	3,067,529

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

	O2 Forecast										2017-2026 Total			
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025		2026		
CAPITAL INFRASTRUCTURE CONTRIBUTIONS														
Projects Approved or Underway	21,760	12,069	10,795	15,592	-	-	-	-	-	-	-	-	-	38,417
Road Network														
Infrastructure														
BICCS	-	7,550	13,450	13,450	1,550	1,550	1,550	1,550	1,550	1,550	1,550	1,550	1,550	45,300
MRN (Seismic & Upgrade)	-	16,500	33,000	33,000	33,000	-	-	-	-	-	-	-	-	82,500
Pavement rehab	-	14,282	23,155	25,364	25,364	25,194	25,848	25,701	26,477	27,509	28,643	29,492	29,492	251,656
Transit Related Road Infrastructure Program	-	-	3,000	-	-	-	-	-	-	-	-	-	-	3,000
Subtotal Road Network	21,760	50,401	83,400	87,366	26,734	27,398	27,251	28,027	29,059	30,193	31,042	31,042	31,042	420,872
Operating Subsidiaries and Contractors Minor Capital	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital Infrastructure Contributions Gross Cost	21,760	50,401	83,400	87,366	26,734	27,398	27,251	28,027	29,059	30,193	31,042	31,042	31,042	420,872
Total Capital and Capital Infrastructure Contributions Gross Cost	560,640	740,917	832,662	330,411	170,817	150,592	152,287	292,135	329,171	170,417	318,994	318,994	318,994	3,488,402
Partnership Funding														
Federal	(22,008)	(4,249)	(0)	-	-	0	-	-	-	-	-	-	-	(4,249)
Federal	(151,524)	(151,524)	(218,354)	-	-	-	-	-	-	-	-	-	-	(369,878)
Regional	(129,116)	(185,486)	(158,349)	(94,472)	(40,076)	(26,436)	(25,698)	(86,714)	(119,349)	(59,144)	(187,667)	(187,667)	(187,667)	(983,381)
Provincial	(44,079)	(8,546)	(0)	-	-	-	-	-	-	-	-	-	-	(8,546)
Other	(543)	(11,316)	(144,313)	(11,099)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(244,319)
Total Partnership Funding	(195,746)	(461,126)	(532,111)	(105,072)	(50,676)	(37,036)	(36,298)	(97,314)	(129,949)	(69,744)	(198,257)	(198,257)	(198,257)	(1,717,584)
Total Net Cost	364,894	279,791	300,551	225,339	120,141	113,555	115,989	194,820	199,222	100,673	120,736	120,736	120,736	1,770,818



Table 6A- Service Hours
(in thousands)

	Q2 Forecast											
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
Conventional Transit												
Conventional Bus	4,273	4,378	4,508	4,599	4,715	4,715	4,715	4,715	4,715	4,715	4,715	4,715
Community Shuttle	589	618	645	645	645	645	645	645	645	645	645	645
West Vancouver Conventional Bus	135	139	142	142	142	142	142	142	142	142	142	142
SkyTrain Expo and Millennium Lines	1,105	1,336	1,373	1,437	1,473	1,473	1,473	1,473	1,473	1,473	1,473	1,473
SkyTrain Canada Line	197	204	210	224	246	260	275	286	289	289	289	289
SeaBus	11	12	12	13	14	14	14	14	14	14	14	14
West Coast Express	41	38	38	40	42	42	42	42	42	42	42	42
Total Conventional Transit	6,352	6,724	6,929	7,101	7,278	7,292	7,307	7,317	7,321	7,321	7,321	7,321
Custom Transit Trips												
HandyDART	1,120	1,185	1,233	1,271	1,271	1,271	1,271	1,271	1,271	1,271	1,271	1,271
Taxi Supplement	124	102	102	102	102	102	102	102	102	102	102	102
Total Custom Trips	1,244	1,287	1,335	1,373	1,373	1,373	1,373	1,373	1,373	1,373	1,373	1,373



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

	Q2 Forecast											
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
For the years ending 31 Dec.												
Closing Gross Direct Borrowing (<\$4.0 Bn)	3,024	3,195	3,336	3,484	3,523	3,540	3,545	3,715	3,825	3,771	3,584	
Net Debt (Closing Net Borrowing) ¹	3,741	3,889	4,016	4,060	3,981	3,894	3,802	3,787	3,765	3,635	3,538	
Net Debt / Operating Revenues <300%	264%	264%	263%	258%	244%	231%	219%	212%	206%	194%	184%	
Gross Interest / Operating Revenues <20%	12%	12%	12%	13%	13%	13%	13%	13%	14%	13%	13%	
Net Borrowing per capita <\$2,000	1,059	1,103	1,138	1,141	1,099	1,056	1,013	1,000	986	935	899	
Accumulated Funding Resources (AFR) ²	232	266	278	275	262	259	271	292	319	354	425	
AFR as a percentage of Total Funding Requirements ³	17%	18%	18%	17%	16%	15%	15%	16%	17%	19%	22%	

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

2: AFR = Unrestricted Cash & Investments

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

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

For the years ending 31 Dec.

	Q2 Forecast											
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
Financial Assets												
Cash & Investments	231,604	266,496	277,672	277,720	266,844	261,035	265,307	279,394	298,675	327,584	391,110	
Accounts receivable	105,494	108,659	111,919	115,276	118,734	129,296	125,965	129,744	133,637	137,646	141,775	
Restricted cash & investments	543,715	669,622	718,659	781,605	807,566	885,282	971,597	1,065,308	1,168,335	1,150,855	1,251,974	
Debt reserve deposits	34,966	32,838	29,593	28,195	28,895	26,834	24,248	24,856	22,972	21,547	10,383	
	915,778	1,077,615	1,137,844	1,202,795	1,222,060	1,295,447	1,387,118	1,499,302	1,623,618	1,637,632	1,795,242	
Liabilities												
A/P & accrued liabilities	(264,202)	(269,486)	(274,876)	(280,374)	(285,981)	(291,701)	(297,535)	(303,485)	(309,555)	(315,746)	(322,061)	
Debt	(2,338,732)	(2,555,502)	(2,763,183)	(2,900,543)	(2,879,480)	(2,899,274)	(2,924,172)	(3,036,858)	(3,152,057)	(3,041,324)	(3,075,155)	
Deferred Lease Inducements - net	(12,499)	(12,259)	(11,438)	(10,616)	(9,795)	(8,974)	(8,152)	(7,331)	(6,510)	(5,688)	(4,867)	
Deferred government transfer	(1,051,706)	(1,067,783)	(1,182,952)	(1,065,080)	(960,531)	(860,439)	(770,721)	(720,292)	(701,931)	(686,683)	(674,614)	
Employee future benefits	(122,499)	(134,222)	(146,959)	(160,013)	(174,422)	(189,915)	(205,858)	(222,169)	(238,791)	(255,615)	(272,230)	
Deferred Concessionaire credits	(548,995)	(525,658)	(502,384)	(479,111)	(455,838)	(432,501)	(409,227)	(385,954)	(362,681)	(339,344)	(316,070)	
Golden Ears Bridge contractor liability	(1,048,903)	(1,045,439)	(1,040,259)	(1,033,229)	(1,024,183)	(1,012,958)	(999,392)	(983,284)	(964,427)	(942,622)	(917,625)	
	(5,387,535)	(5,610,348)	(5,922,050)	(5,928,965)	(5,790,229)	(5,695,760)	(5,615,057)	(5,659,372)	(5,735,951)	(5,587,022)	(5,582,621)	
Net DEBT Total	(4,471,757)	(4,532,733)	(4,784,206)	(4,726,170)	(4,568,169)	(4,400,314)	(4,227,939)	(4,160,070)	(4,112,333)	(3,949,390)	(3,787,379)	
Non-Financial Assets												
Tangible capital assets	4,906,331	5,273,479	5,640,927	5,617,714	5,484,485	5,325,455	5,163,252	5,143,383	5,166,998	5,031,534	5,042,591	
Supplies inventory	58,135	59,879	61,676	63,526	65,432	67,395	69,417	71,499	73,644	75,853	78,129	
Prepaid expenses	12,070	12,433	12,806	13,190	13,585	13,993	14,413	14,845	15,291	15,749	16,222	
	4,976,536	5,345,791	5,715,408	5,694,430	5,563,502	5,406,843	5,247,082	5,229,727	5,255,933	5,123,137	5,136,941	
Accumulated Surplus¹	504,779	813,058	931,202	968,260	995,333	1,006,529	1,019,143	1,069,657	1,143,600	1,173,747	1,349,563	

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



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

	02 Forecast											
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
Revenue												
Taxation	805,298	833,028	854,801	873,570	892,201	911,571	931,698	952,631	974,393	997,032	1,020,583	
Fuel	376,000	384,564	388,409	388,986	389,568	390,156	390,750	391,350	391,955	392,567	393,185	
Property & Replacement	341,540	357,332	373,882	390,678	407,323	424,683	442,790	461,676	481,374	501,922	523,354	
Parking Rights	67,359	70,387	71,443	72,515	73,602	74,706	75,827	76,964	78,119	79,291	80,480	
Hydro Levy	20,399	20,745	21,067	21,391	21,708	22,025	22,331	22,641	22,945	23,252	23,564	
Development Fee	-	-	-	-	-	-	-	-	-	-	-	
Transit	536,565	558,910	587,330	614,056	639,942	662,033	684,498	706,522	728,341	749,672	770,307	
Government transfers	222,505	281,904	284,732	238,959	174,894	157,956	148,111	170,444	171,644	108,988	235,015	
Golden Ears Bridge tolling	52,197	55,744	57,866	60,072	62,366	64,751	67,231	69,810	72,492	75,281	78,181	
Interest Income	39,054	37,712	42,810	46,970	54,636	58,412	61,205	62,953	69,115	72,711	75,502	
Amortization of deferred concessionaire credit	23,401	23,337	23,273	23,273	23,273	23,337	23,273	23,273	23,273	23,337	23,273	
Miscellaneous	5,536	5,484	5,396	5,479	5,377	5,401	5,502	5,604	5,679	5,785	5,893	
Sub Total Continuing Operations	1,684,555	1,796,099	1,856,208	1,862,379	1,852,689	1,883,461	1,921,518	1,991,238	2,044,938	2,032,805	2,208,753	
Gain on disposal	17,148	149,677	-	-	-	-	-	-	-	-	-	
Total Revenue (PSAB)	1,701,703	1,945,776	1,856,208	1,862,379	1,852,689	1,883,461	1,921,518	1,991,238	2,044,938	2,032,805	2,208,753	
Expenditures												
Bus Division	654,073	691,289	727,778	755,175	780,974	798,257	815,191	832,101	849,852	868,255	887,189	
Corporate operations	74,834	90,774	79,012	79,267	78,694	80,338	81,906	83,617	85,248	87,028	88,726	
Rail Division	265,601	300,011	308,619	324,049	335,287	343,786	350,578	357,242	362,574	367,661	375,170	
Roads & Bridges	74,895	103,243	135,551	140,324	80,258	81,750	82,441	84,064	85,952	87,951	89,673	
Transit Police	33,630	36,921	37,457	38,146	38,909	39,687	40,481	41,290	42,116	42,959	43,818	
Amortization of Capital Assets	185,020	209,283	237,501	266,257	277,313	282,223	287,239	283,976	276,497	275,688	276,895	
Interest	170,417	176,301	190,001	201,933	215,489	225,090	230,566	238,627	248,564	250,455	249,403	
Sub Total Continuing Operations	1,458,470	1,607,824	1,715,919	1,805,151	1,806,923	1,851,132	1,888,401	1,920,917	1,950,802	1,979,997	2,010,874	
Corporate - onetime	54,130	29,673	22,145	20,170	18,693	21,132	20,503	19,807	20,193	22,662	22,064	
Total Expenditures (PSAB)	1,512,599	1,637,497	1,738,064	1,825,321	1,825,617	1,872,264	1,908,905	1,940,724	1,970,995	2,002,659	2,032,937	
Surplus for the period (PSAB)	189,104	308,279	118,144	37,058	27,072	11,197	12,614	50,514	73,943	30,147	175,816	
Accumulated Surplus¹, beginning of the year	315,676	504,779	813,058	931,202	968,260	995,333	1,006,529	1,019,143	1,069,657	1,143,600	1,173,747	
Accumulated Surplus¹, end of the year	504,779	813,058	931,202	968,260	995,333	1,006,529	1,019,143	1,069,657	1,143,600	1,173,747	1,349,563	

¹ 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 4B - Projected Borrowing Compared to Borrowing Limit and Select Financial Ratios (No Development Fee)
(in millions of dollars)

	O2 Forecast										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Opening Gross Direct Borrowing	2,826	3,024	3,195	3,336	3,484	3,523	3,538	3,543	3,711	3,819	3,764
Adjustments	-	11	-	-	-	-	-	-	-	-	-
Retirements/Other	(77)	(141)	(160)	(77)	(81)	(97)	(111)	(25)	(90)	(154)	(307)
Short term borrowings	120	-	-	-	-	-	-	-	-	-	-
Borrowing in Yr - Capital	150	300	301	225	120	113	115	194	198	99	119
Closing Gross Direct Borrowing	3,024	3,195	3,336	3,484	3,523	3,538	3,543	3,711	3,819	3,764	3,575
Less: Sinking funds	(846)	(844)	(832)	(909)	(993)	(1,065)	(1,127)	(1,273)	(1,364)	(1,396)	(1,268)
Less: Debt Reserve Funds	(35)	(33)	(30)	(28)	(29)	(27)	(24)	(25)	(23)	(22)	(10)
Closing Net Direct Borrowing	2,143	2,318	2,474	2,547	2,500	2,447	2,391	2,414	2,433	2,346	2,296
Deferred Concessionaire credits	549	526	502	479	456	433	409	386	363	339	316
Golden Ears Bridge contractor liability	1,049	1,045	1,040	1,033	1,024	1,013	999	983	964	943	918
Closing Net Borrowing	3,741	3,889	4,016	4,059	3,980	3,892	3,800	3,783	3,760	3,628	3,530
Established Borrowing Limit - Gross Direct Debt	3,500	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000
Reconciliation of Borrowing During Year to Annual Capital Expenditures:											
Capital Expenditures (including MRN)	561	741	833	330	170	150	151	291	328	169	317
Less: St Gov't Contributions	(195)	(450)	(521)	(94)	(40)	(26)	(26)	(87)	(119)	(59)	(188)
Less: Other Contributions	(1)	(11)	(11)	(11)	(11)	(11)	(11)	(11)	(11)	(11)	(11)
Net Expenditures	365	280	301	225	120	113	115	194	198	99	119
Add: Gross-up for Debt Reserve Fund	(95)	20	-	-	-	-	-	-	-	-	-
Net Borrowing amount for capital	270	300	301	225	120	113	115	194	198	99	119



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

	Q2 Forecast										2017-2026 Total				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025		2026			
CAPITAL															
Projects Approved or Underway	538,880	345,259	43,929	6,919	461	-	-	-	-	-	-	-	-	-	396,568
Bus															
Equipment	-	9,013	45,063	-	-	-	-	-	-	-	-	-	-	-	54,075
Facilities	-	14,980	14,980	2,650	1,400	3,800	2,555	3,155	2,450	2,855	2,451	-	-	-	43,052
Infrastructure	-	27,906	61,212	24,791	13,204	3,700	1,200	1,200	1,200	1,200	1,200	-	-	-	127,113
Technology	-	2,372	6,448	9,075	3,700	12,716	18,732	12,103	12,090	13,070	16,909	-	-	-	31,295
Vehicles	-	1,551	1,316	-	-	-	-	-	-	-	-	-	-	-	100,614
Applications	-	500	3,750	4,000	-	-	-	-	-	-	-	-	-	-	8,250
Conventional Bus	-	1,079	18	-	-	-	-	-	-	-	-	-	-	-	1,097
Community Shuttle	-	-	4,797	79,744	16,343	24,389	-	81,705	120,318	67,561	208,905	-	-	-	582,743
Custom	-	-	3,534	9,173	433	11,857	13,054	4,579	12,686	478	13,091	-	-	-	143,989
Seabus	-	-	3,060	5,730	6,231	6,495	6,624	6,757	6,892	7,030	9,501	-	-	-	61,628
Non-Revenue	-	-	2,851	2,237	-	-	-	-	-	-	-	-	-	-	5,088
Expansion	-	-	34,000	-	-	-	-	-	-	-	-	-	-	-	34,000
Non-Revenue	-	827	3,381	1,570	4,060	1,470	1,540	2,210	2,090	1,420	1,040	-	-	-	19,608
Subtotal Bus	-	54,802	327,465	135,519	65,681	41,179	43,705	111,708	157,726	93,614	253,097	-	-	-	1,284,436
Rail															
Equipment	-	14,684	48,012	14,163	21,842	16,285	6,685	-	-	-	-	-	-	-	121,671
Facilities	-	430	10,750	2,250	1,250	1,750	2,500	2,500	-	-	-	-	-	-	21,430
Infrastructure	-	21,152	78,617	600	450	-	-	-	-	-	-	-	-	-	100,819
Technology	-	1,716	17,434	23,650	6,697	-	-	-	-	-	-	-	-	-	49,498
Vehicles	-	119,003	59,117	16,500	3,333	16,980	17,766	16,954	16,330	27,930	16,330	-	-	-	310,242
Applications	-	-	3,240	-	-	-	-	-	-	-	-	-	-	-	3,240
Other	-	1,418	10,577	606	1,100	600	100	600	100	600	100	-	-	-	3,240
Non-Revenue	-	-	905	500	625	19,000	1,780	765	405	205	225	-	-	-	15,802
SkyTrain	-	-	-	4,200	10,080	-	28,900	107,600	107,600	-	-	-	-	-	5,205
Canada Line	-	56,000	-	-	-	-	-	-	-	-	-	-	-	-	56,000
West Coast Express	-	44,000	44,000	-	-	-	-	-	-	-	-	-	-	-	112,000
Expansion	-	-	-	1,500	-	-	-	-	-	-	-	-	-	-	1,500
Replace	-	10,500	10,500	-	1,500	1,500	1,500	1,500	1,500	1,500	-	-	-	-	88,000
Subtotal Rail	-	268,904	339,152	63,970	46,877	56,115	59,231	129,919	124,435	28,530	16,655	-	-	-	1,133,788
Corporate															
Equipment	-	1,121	3,930	-	-	-	-	-	-	-	-	-	-	-	5,051
Facilities	-	-	150	-	-	-	-	-	-	-	-	-	-	-	150
Infrastructure	-	1,621	1,621	-	5,000	5,000	5,000	5,000	-	-	-	-	-	-	23,241
Technology	-	8,417	6,993	5,500	4,000	4,000	-	-	-	-	-	-	-	-	28,910
Applications	-	4,050	4,185	-	-	-	-	-	-	-	-	-	-	-	8,235
Technology	-	7,200	7,200	15,400	15,700	15,900	16,100	16,200	16,600	16,800	17,200	-	-	-	137,100
Other	-	-	250	115	115	-	-	280	350	280	-	-	-	-	1,991
Non-Revenue	-	601	-	-	-	-	-	-	-	-	-	-	-	-	601
Subtotal Corporate	-	15,810	24,328	21,015	24,815	24,900	21,100	21,480	16,950	17,080	17,200	-	-	-	204,678
TL Roads & Bridges															
Infrastructure	-	-	1,000	5,000	5,000	5,000	-	-	-	-	-	-	-	-	11,000
Bridges	-	-	1,000	2,000	-	-	-	-	-	-	-	-	-	-	1,000
Other	-	-	2,000	-	-	-	-	-	-	-	-	-	-	-	2,000
BikeProgram	-	3,241	5,387	5,622	1,250	1,000	1,000	1,000	1,000	1,000	1,000	-	-	-	21,500
Walking Program	-	2,500	5,000	5,000	-	-	-	-	-	-	-	-	-	-	12,500
Subtotal Roads & Bridges	-	5,741	14,387	15,622	6,250	1,000	1,000	1,000	1,000	1,000	1,000	-	-	-	48,000
Capital Gross Cost	538,880	690,516	749,262	243,045	144,083	123,194	125,036	264,107	300,111	140,224	287,952	-	-	-	3,067,529

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

	Q2 Forecast										2017-2026 Total				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025		2026			
CAPITAL INFRASTRUCTURE CONTRIBUTIONS															
Projects Approved or Underway	21,760	12,069	10,795	15,552	-	-	-	-	-	-	-	-	-	-	38,417
Road Network															
Infrastructure	-	7,550	13,450	13,450	1,550	1,550	1,550	1,550	1,550	1,550	1,550	1,550	1,550	1,550	45,300
BICCS	-	16,500	33,000	33,000	-	-	-	-	-	-	-	-	-	-	82,500
MRN (Seismic & Upgrade)	-	14,282	23,155	25,131	24,707	25,114	24,698	25,192	25,929	26,753	27,277	27,277	27,277	27,277	242,237
Pavement rehab	-	-	3,000	-	-	-	-	-	-	-	-	-	-	-	3,000
Transit Related Road Infrastructure Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Road Network	21,760	50,401	83,400	87,133	26,257	26,664	26,248	26,742	27,479	28,303	28,827	28,827	28,827	28,827	411,454
Operating Subsidiaries and Contractors Minor Capital															
Capital Infrastructure Contributions Gross Cost	21,760	50,401	83,400	87,133	26,257	26,664	26,248	26,742	27,479	28,303	28,827	28,827	28,827	28,827	411,454
Total Capital and Capital Infrastructure Contributions Gross Cost	560,640	740,917	832,652	330,178	170,340	149,858	151,284	290,849	327,590	168,526	316,779	316,779	316,779	316,779	3,478,984
Partnership Funding															
Federal	(22,008)	(4,249)	(0)	-	-	0	-	-	-	-	-	-	-	-	(4,249)
Federal PTIF	-	(151,524)	(218,354)	-	-	-	-	-	-	-	-	-	-	-	(369,878)
Regional	(129,116)	(185,486)	(158,349)	(94,472)	(40,076)	(26,436)	(25,698)	(86,714)	(119,349)	(59,144)	(187,657)	(187,657)	(187,657)	(187,657)	(983,381)
Provincial	(44,079)	(8,546)	(0)	-	-	-	-	-	-	-	-	-	-	-	(8,546)
Provincial PTIF	-	(100,005)	(144,313)	-	-	-	-	-	-	-	-	-	-	-	(244,319)
Other	(543)	(11,316)	(11,085)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(107,211)
Total Partnership Funding	(195,746)	(461,126)	(532,111)	(105,072)	(50,676)	(37,036)	(36,298)	(97,314)	(129,949)	(69,744)	(198,257)	(198,257)	(198,257)	(198,257)	(1,717,584)
Total Net Cost	364,894	279,791	300,551	225,106	119,664	112,822	114,987	193,535	197,641	98,782	118,521	118,521	118,521	118,521	1,761,400



Table 6B - Service Hours (No Development Fee)
(in thousands)

	Q2 Forecast										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Conventional Bus	4,273	4,378	4,508	4,558	4,612	4,612	4,612	4,612	4,612	4,612	4,612
Community Shuttle	589	618	645	645	645	645	645	645	645	645	645
West Vancouver Conventional Bus	135	139	142	142	142	142	142	142	142	142	142
SkyTrain Expo and Millennium Lines	1,105	1,336	1,373	1,417	1,434	1,434	1,434	1,434	1,434	1,434	1,434
SkyTrain Canada Line	197	204	210	224	246	260	268	268	268	268	268
SeaBus	11	12	12	13	14	14	14	14	14	14	14
West Coast Express	41	38	38	40	42	42	42	42	42	42	42
Total Conventional Transit	6,352	6,724	6,929	7,041	7,136	7,150	7,158	7,158	7,158	7,158	7,158
Custom Transit Trips	<i>Q2 Forecast</i>										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Handy/DART	1,120	1,185	1,233	1,233	1,233	1,233	1,233	1,233	1,233	1,233	1,233
Taxi Supplement	124	102	102	102	102	102	102	102	102	102	102
Total Custom Trips	1,244	1,287	1,335	1,335	1,335	1,335	1,335	1,335	1,335	1,335	1,335



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

	Q2 Forecast											
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
For the years ending 31 Dec.												
Closing Gross Direct Borrowing (<\$4.0 Bn)	3,024	3,195	3,336	3,484	3,523	3,538	3,543	3,711	3,819	3,764	3,575	
Net Debt (Closing Net Borrowing) ¹	3,741	3,889	4,016	4,059	3,980	3,892	3,800	3,783	3,760	3,628	3,530	
Net Debt / Operating Revenues <300%	264%	264%	263%	258%	246%	234%	222%	216%	209%	196%	186%	
Gross Interest / Operating Revenues <20%	12%	12%	12%	13%	13%	14%	13%	14%	14%	14%	13%	
Net Borrowing per capita <\$2,000	1,059	1,103	1,138	1,141	1,099	1,055	1,013	999	984	933	896	
Accumulated Funding Resources (AFR) ²	232	266	278	278	267	261	265	279	299	328	391	
AFR as a percentage of Total Funding Requirements ³	17%	18%	18%	17%	16%	15%	15%	16%	16%	18%	21%	

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

² AFR = Unrestricted Cash & Investments

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

Section	Description of change	Text, with changes (<u>Inserted text</u> / Deleted text)
Front matter	Added a call-out box to define “Metro Vancouver” as a geographic region.	<u>What is Metro Vancouver? Under the SCBCTA Act, TransLink’s service region includes all of the areas within the GVRD, namely 21 municipalities, one electoral area, and one Treaty First Nation. Together these areas are often referred to as “Metro Vancouver”.</u>
	Added letter from the chairs of the Board and Mayors’ Council, letter from CEO, and executive summary.	<i>Four new pages - see document.</i>
Introduction	Clarified relationship between the Regional Transportation Strategy and the Regional Growth Strategy	It outlines actions and policies to advance the goals identified in TransLink’s long-term Regional Transportation Strategy (RTS) and <u>to support the goals identified in</u> Metro Vancouver’s Regional Growth Strategy (RGS).
	Added graphics to illustrate key concepts, including 10-Year Vision and investment plan phasing.	<i>See document.</i>
Invest	Updated Phase One Plan transit map to reflect that certain service design details (e.g., routing) are not yet final	<u>Service design, including routing, of new bus services will be confirmed through municipal collaboration and project-level public consultation.</u>
	Added text to highlight incremental and existing funding for municipality-owned cycling infrastructure.	Provide \$29.8 million in new regional funding from 2017 through 2019 for municipal bicycle infrastructure, such as new bike lanes and multiuse paths, to improve the regional cycling network and bicycle-related facilities. <u>This new funding will be in addition to previous regional funding of \$1.55 million per year for municipal bicycle infrastructure.</u>
	Added text to highlight incremental and existing funding for TransLink-owned cycling infrastructure.	Increase investment in cycling infrastructure at TransLink-owned facilities, stations, and exchanges by \$11.5 million from 2017 through 2019. <u>This new investment will be in addition to previous investment of \$1 million for cycling infrastructure at TransLink-owned facilities.</u>
	Added graphics to illustrate key concepts.	<i>See document.</i>

	Revised text to emphasize importance of walking and cycling infrastructure to rapid transit	Connecting walking and cycling infrastructure to rapid transit infrastructure is especially integral to maximizing the value of these transit investments. Future investment plans will include funding for municipal this regionally significant walking and cycling infrastructure that supports access to new rapid transit, ensuring that supportive infrastructure is in place with the start of service. (See prepare for Future Transportation Investments in the INVEST section and Project Partnership Agreements in the PARTNER section for more detail.)
	Revised text to emphasize objectives of Millennium Line Broadway Extension project.	<u>To ensure the objectives of the Millennium Line Broadway Extension are met, including seamless integration with communities,</u> collaborate with partners to confirm walking and cycling infrastructure and land use needs for the Millennium Line Broadway Extension to ensure that new rapid transit is well-integrated with communities land use needs and walking and cycling infrastructure that would be delivered both by this project and through other supporting programs. (See Invest in Walking and Cycling in the INVEST section and Project Partnership Agreements in the PARTNER section for more detail)
	Revised text to emphasize objectives of South of Fraser Rapid Transit project.	<u>To ensure the objectives of South of Fraser Rapid Transit are met, including city-building and seamless integration with communities,</u> collaborate with partners to confirm walking and cycling infrastructure and land use needs for South of Fraser Rapid Transit to ensure that new rapid transit is well-integrated with communities land use needs and walking and cycling infrastructure that would be delivered both by this project and through other supporting programs. (See Invest in Walking and Cycling in the INVEST section and Project Partnership Agreements in the PARTNER section for more detail)
	Added information about work to identify needs and opportunities to provide additional park and ride facilities.	<u>Study needs and opportunities for additional park and ride facilities.</u>
Partner	Added concept map of the Frequent Transit Network after Phase One service expansion.	<i>See document.</i>
Funding	Added graphics to illustrate operating and capital funding and expenditures.	<i>See document.</i>
Consultation	Added summary and	<i>Two new pages – see document.</i>

	assessment of input received during public and stakeholder consultation.	
Appendix	Added introduction to Appendices, providing a brief summary of each, including a description of differences between the scenarios with and without development fee revenues.	<i>One new page – see document.</i>
	Confirmed final figures in schedules for Appendix A and B.	<i>See document.</i>
	Clarified service levels for Custom Transit/HandyDART in Schedule 3, and clarified comparison to 2016 budgeted service levels.	<i>See document.</i>
	Added full financial statements and indicators as Appendix D.	<i>Sixteen new pages – see document.</i>