

Note:

- Appendix B starts on page 107
- Appendix C starts on page 165

Update to Phase One of the 10-Year Vision

2017–2026 INVESTMENT PLAN

JULY 27, 2017

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

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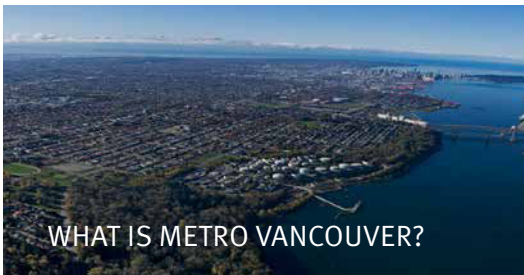
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For the purpose of the *South Coast British Columbia Transportation Authority Act*, this document constitutes the investment plan for the 2017-2026 period. Initial approval for the 2017 investment plan was granted November 23, 2016, and the plan was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

ABOUT TRANSLINK

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



WHAT IS METRO VANCOUVER?

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

ABOUT THE PHASE ONE PLAN

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

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

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

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

CAUTION REGARDING FORWARD-LOOKING STATEMENTS

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

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

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

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

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

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

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

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

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

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

Sincerely,



Don Rose
Chair, TransLink Board of Directors



Mayor Gregor Robertson
Chair, Mayors' Council on Regional Transportation

LETTER FROM THE CEO

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

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

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

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

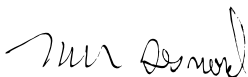
At TransLink, we are ready to deliver the new and expanded services included in this Plan. Our team has put in months of detailed planning and preparation, and engaged thousands of Metro Vancouver residents through public consultation. Now we are looking forward to putting this preparation into action.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

Highlights of the Phase One improvements include:

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

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

Sincerely,



Kevin Desmond
Chief Executive Officer, TransLink

Executive Summary of the Phase One Plan

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

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

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

HIGHLIGHTS OF THE PHASE ONE PLAN

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

Under the Phase One Plan, TransLink will:

Invest to maintain and grow the transportation system

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

Manage the system to be more efficient and customer-focused

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

Partner to make it happen

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

FUNDING THE PHASE ONE PLAN

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

A partnership between all levels of government

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

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

A balanced approach to regional funding

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

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

CONSULTATION ON THE PHASE ONE PLAN

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

FUTURE INVESTMENT PLANS

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

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

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INTRODUCTION



Our regional context

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

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

The 10-Year Vision

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

The Phase One Plan

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

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

2015 PLEBISCITE

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

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



How to use this document

This document is organized into the following sections:

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

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

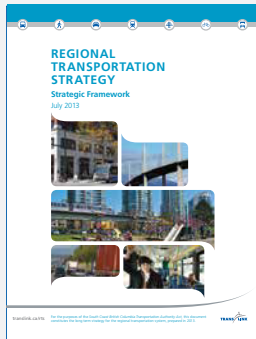
- **APPENDIX C** contains supplementary notes for the Phase One Plan.
- **APPENDIX D** contains full financial statements and financial indicators for the Phase One Plan.

Future investment plans

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



TransLink's Planning Framework



REGIONAL TRANSPORTATION STRATEGY (2013)

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



10-YEAR VISION (2014)

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



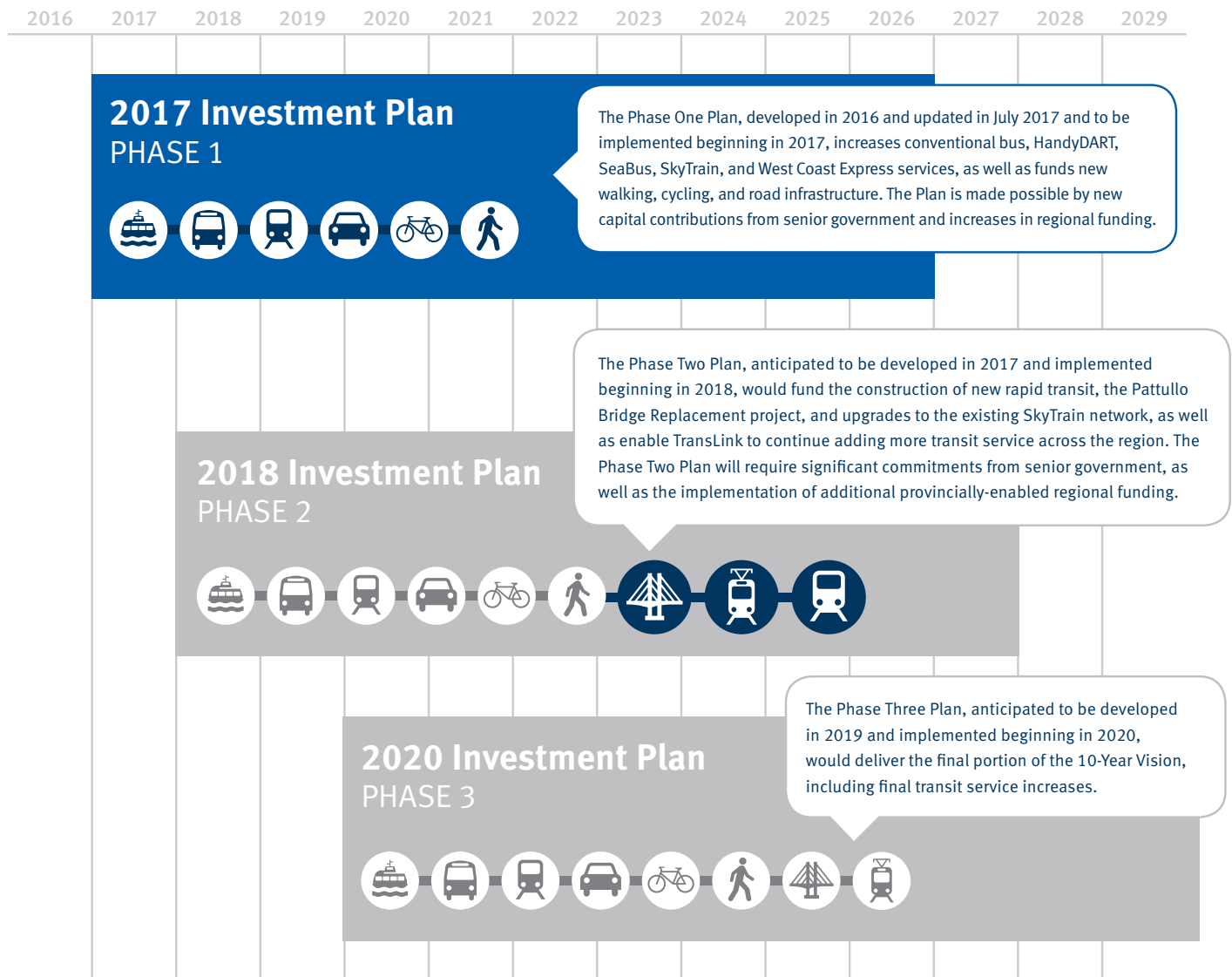
INVESTMENT PLANS

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



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

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



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



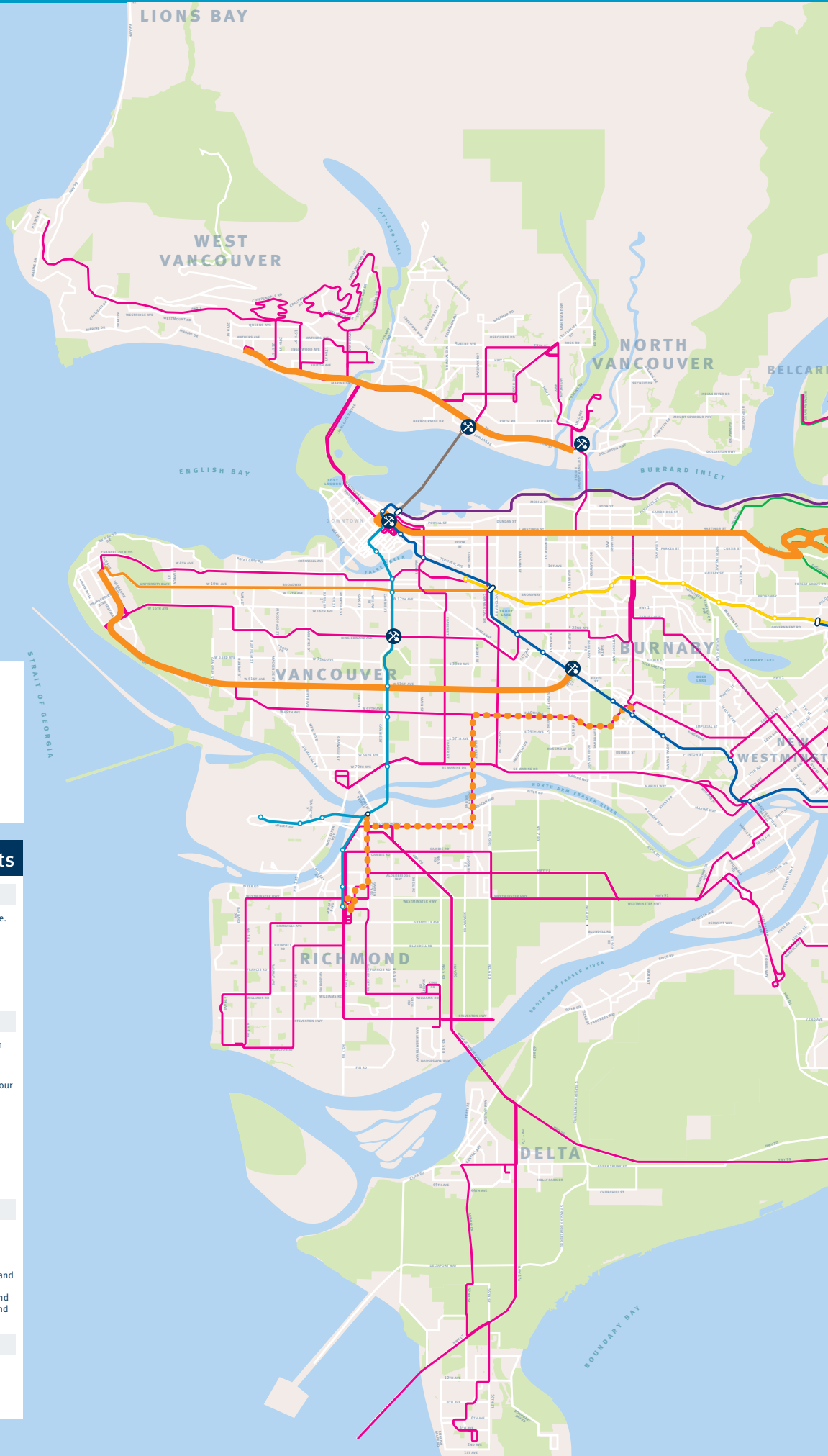


INVEST

to Maintain & Grow the Transportation System



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



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

Transit Service Improvements

SkyTrain

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

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** Frequent bus service, with limited stops.
- Evergreen Integration Improvements** Frequent bus service, with limited stops.
- New Bus Service Areas** Frequent bus service, with limited stops.

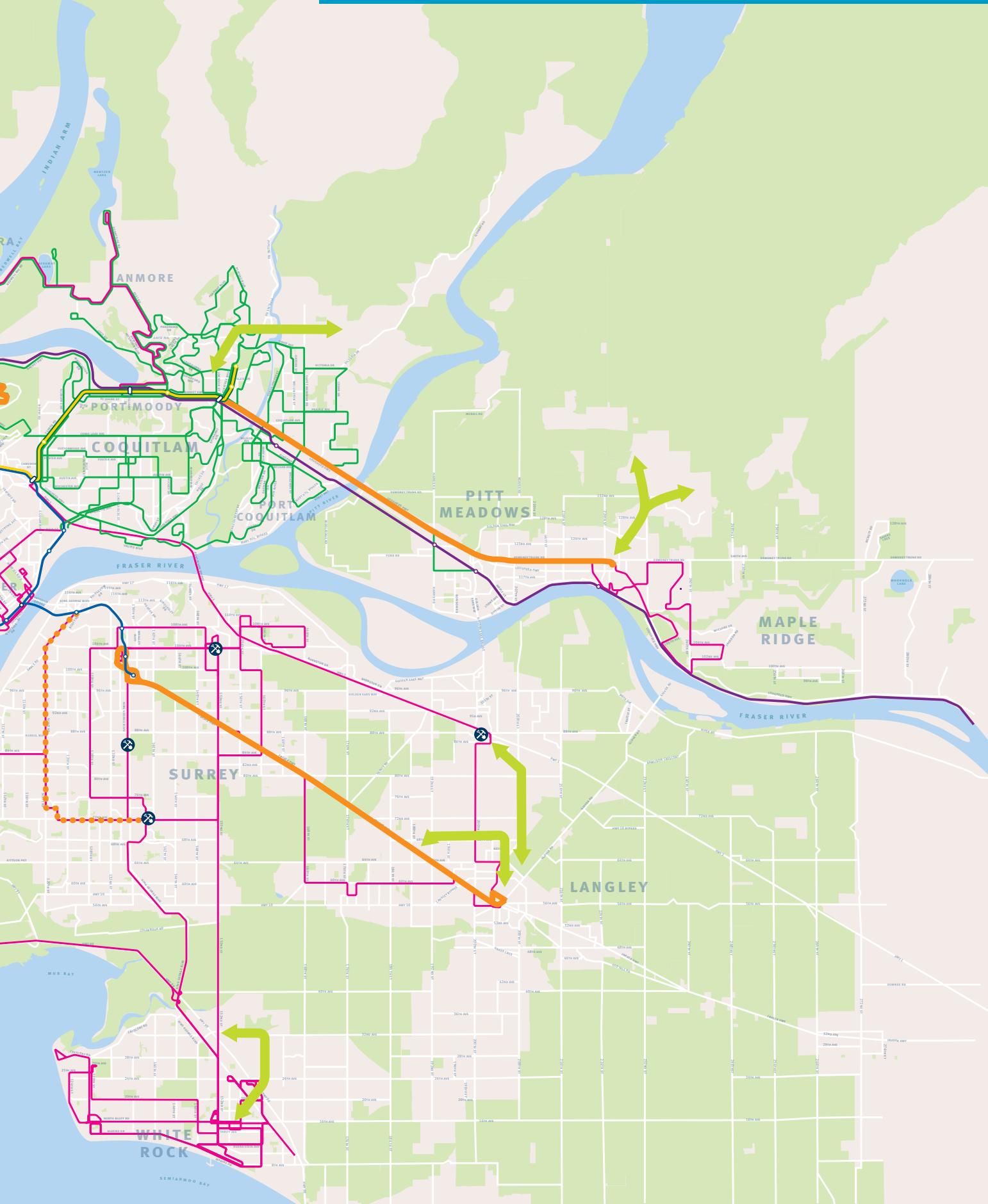
Other Transit Services

- 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

- 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

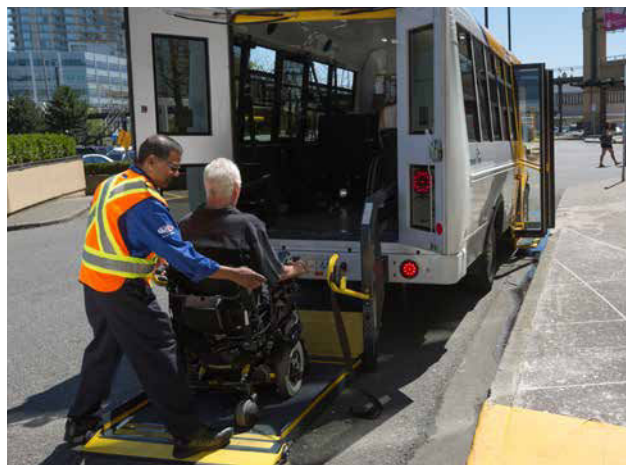
- Purchase one new SeaBus vessel.

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.)

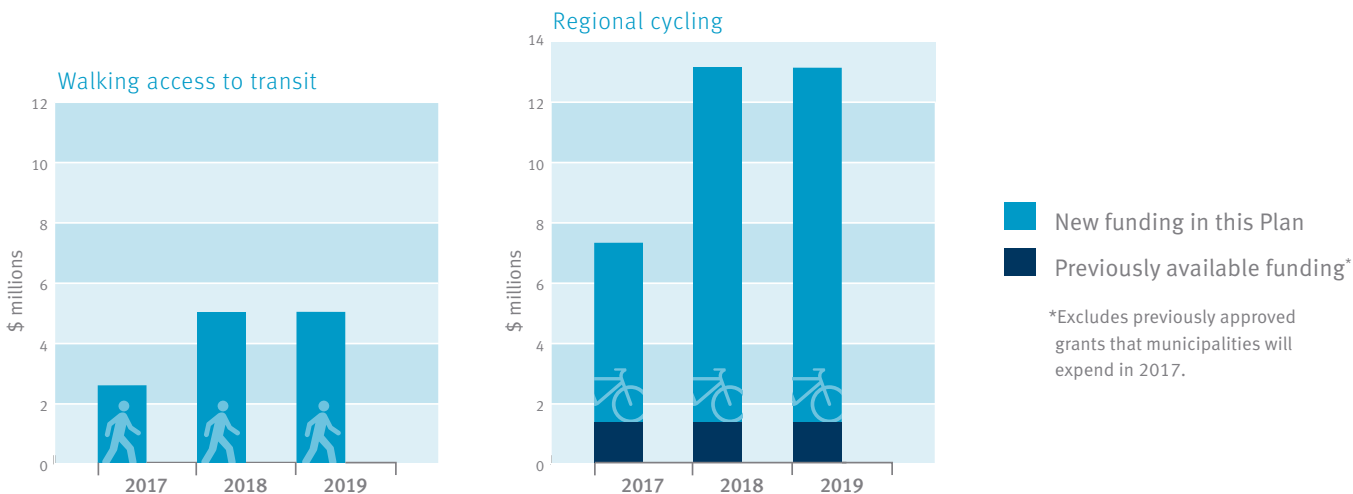
Invest in roads & bridges

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

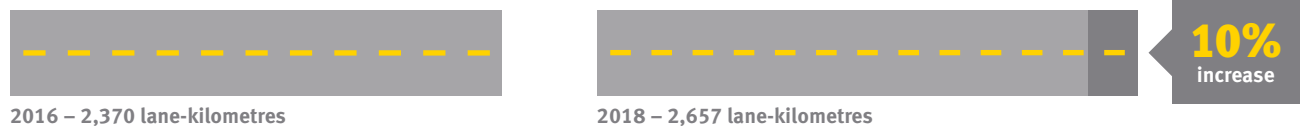
The Major Road Network (MRN) was established in 1999 as part of TransLink’s multimodal mandate. The MRN is about 600 road-kilometres (2,300 lane-kilometres) long and consists of arterials and bridges stretching across the region that carry the majority of the region’s commuter, bus transit, and truck 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 Line Upgrade Strategy).

Pattullo Bridge Replacement

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

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

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

Burnaby Mountain

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

Future rail connection to UBC

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

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

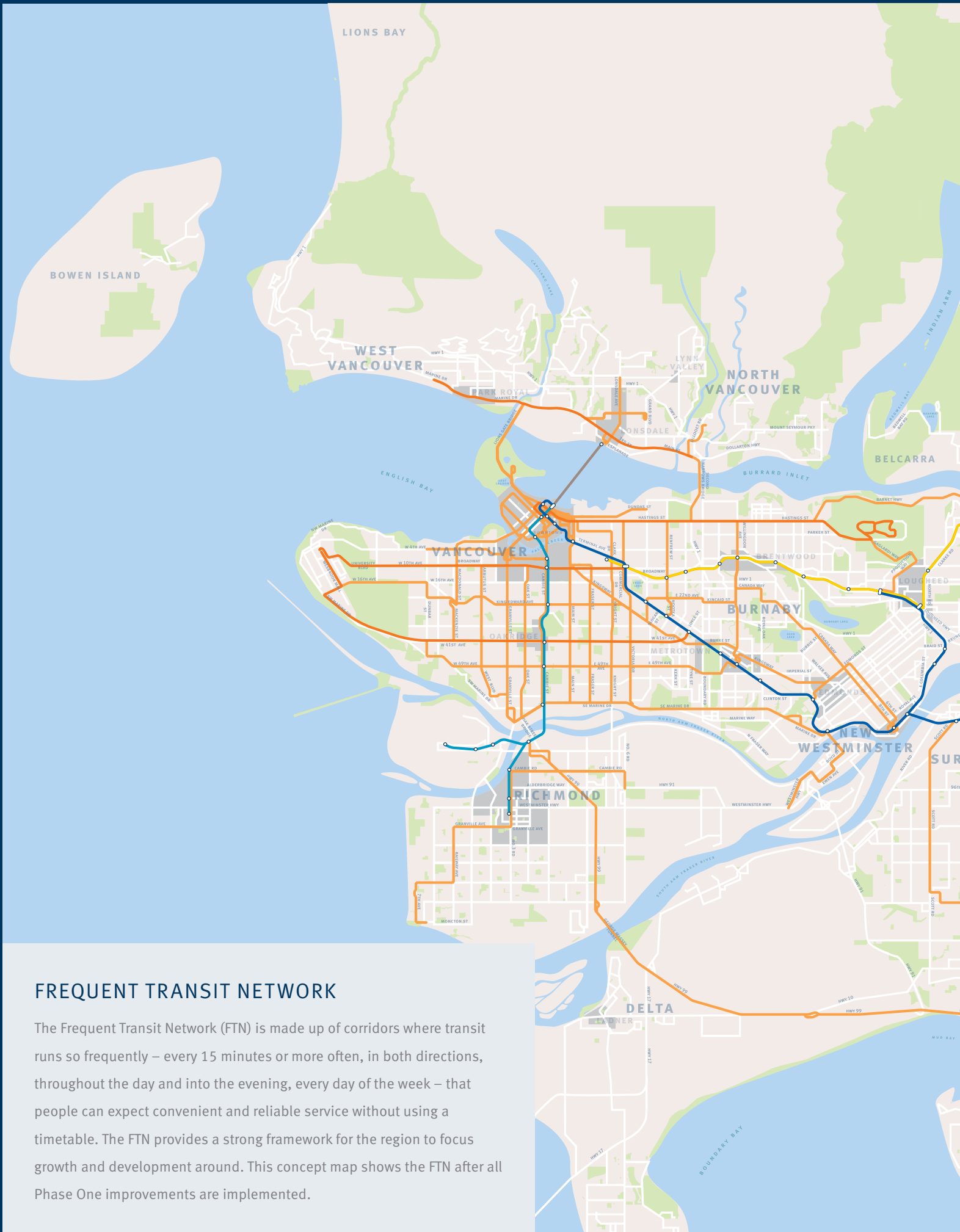
The 10-Year Vision calls for establishing Project Partnership Agreements between TransLink and local governments whenever the region is making major investment decisions that 1) involve significant cost and risk, and 2) require higher degrees of coordination and collaboration between multiple partners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



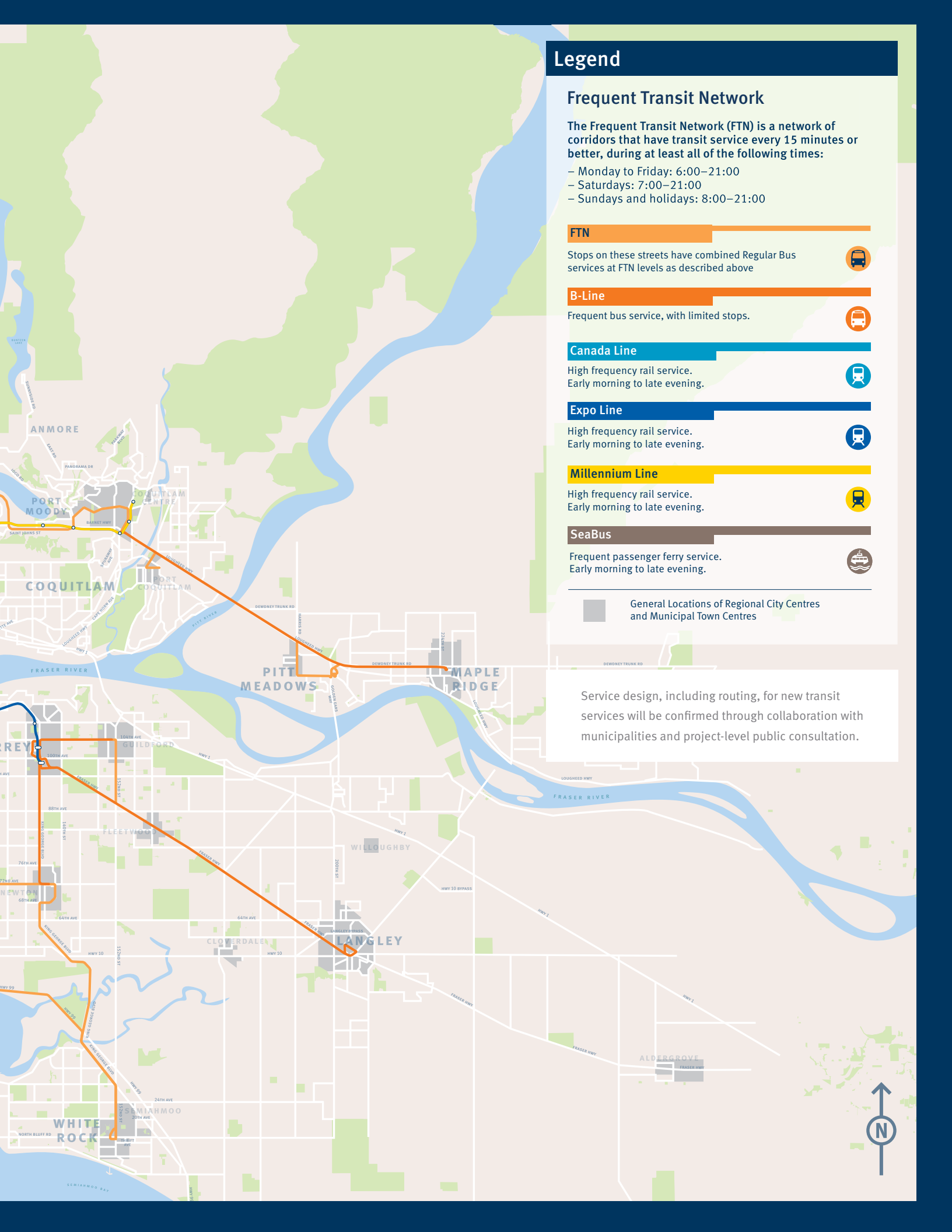
SeaBus

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.



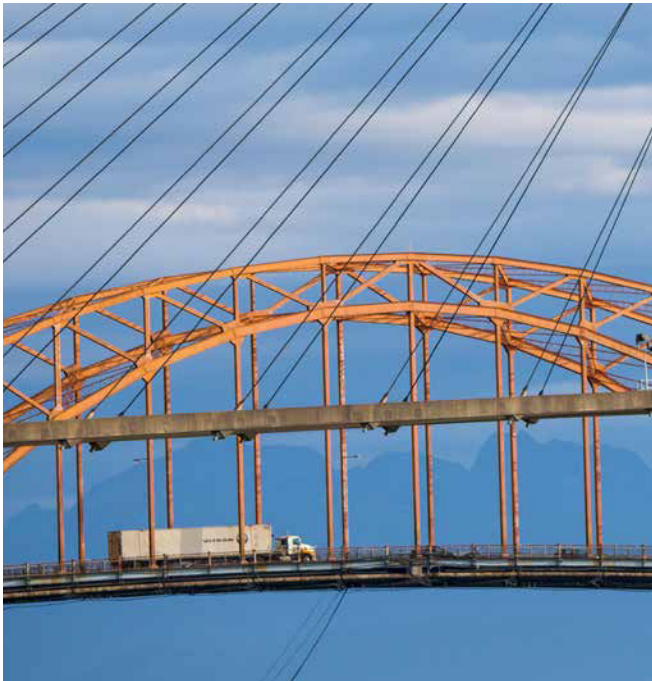
Innovate through new public-private sector partnerships

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 234 million annual transit journeys in 2016 to 273 million annual transit journeys by 2026 – about 10% of the ridership increase expected from the entire 10-Year Vision.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 \$142 million in unrestricted interest income over 10 years.

Provincial contributions to operations

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

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





Capital funding and senior government contributions

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

Sale of surplus property

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

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

Public Transit Infrastructure Fund

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

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



Greater Vancouver Regional Fund

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

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

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

Build Canada Fund

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

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

Provincial contributions

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

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

Established borrowing limit

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

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



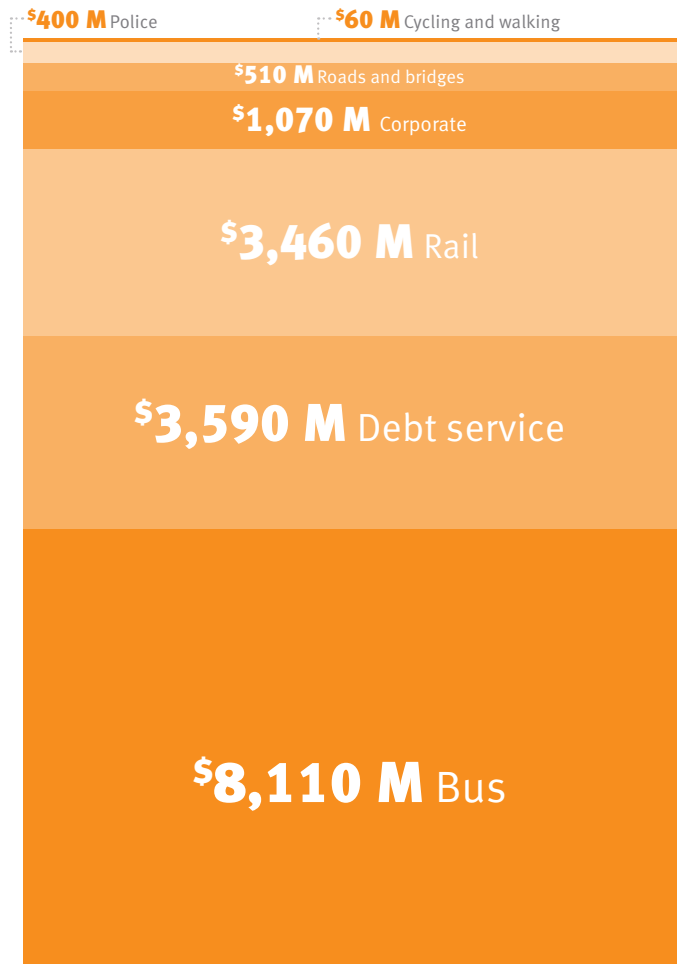
Operating revenues and expenditures (2017 – 2026)

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

TOTAL OPERATING REVENUES \$17.2 BILLION



TOTAL OPERATING EXPENDITURES \$17.2 BILLION



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

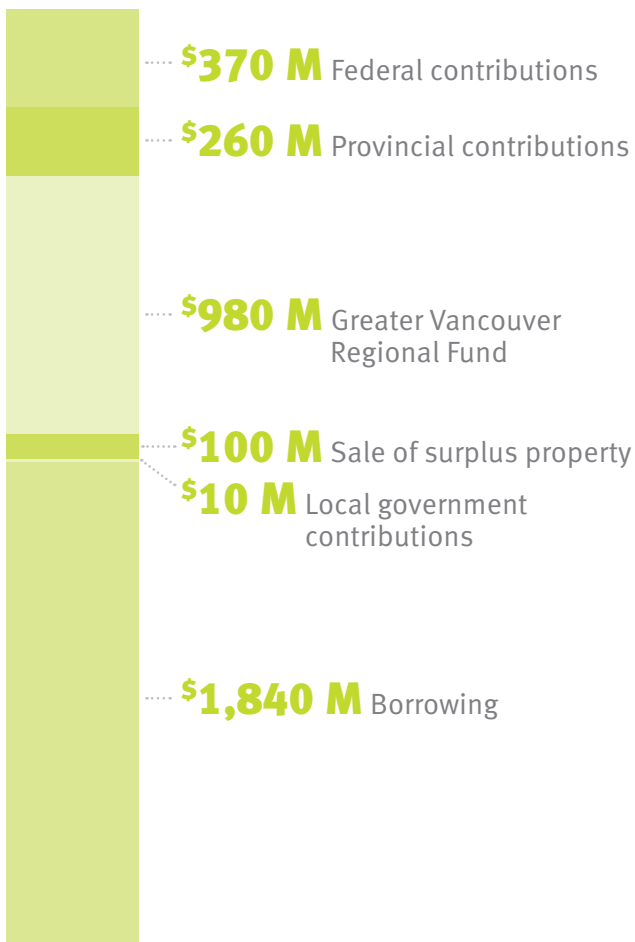


Capital funding and expenditures (2017 – 2026)

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

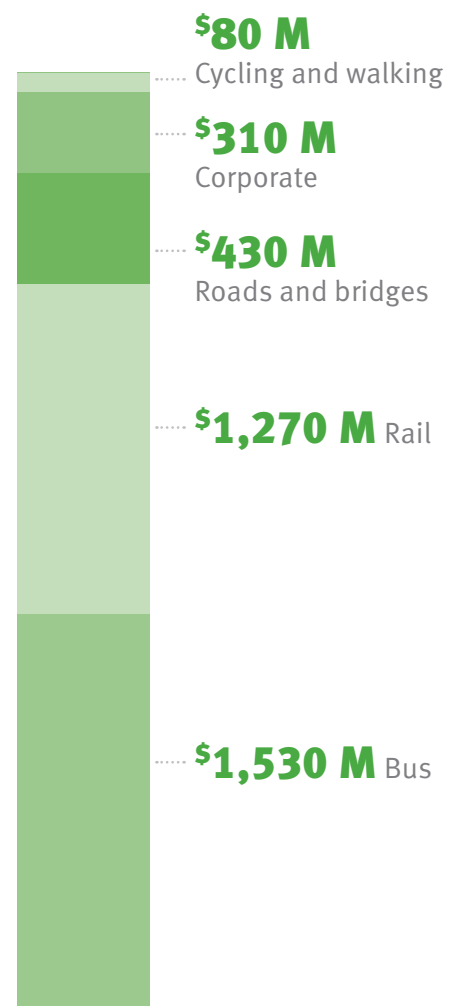
TOTAL CAPITAL FUNDING

\$3.6 BILLION



TOTAL CAPITAL EXPENDITURES

\$3.6 BILLION

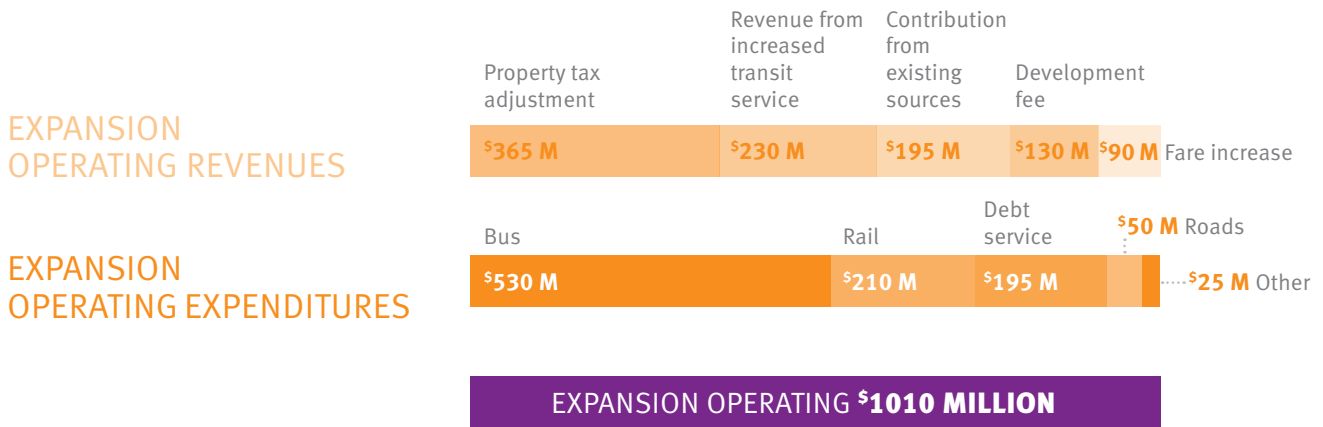


The figures used in these illustrations have been rounded and may not total to 100%. For detailed financial figures, please refer to the Appendices.

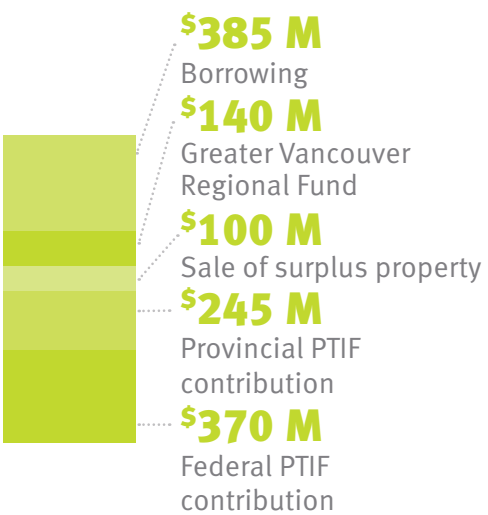


What's new in Phase 1 (2017 – 2026)

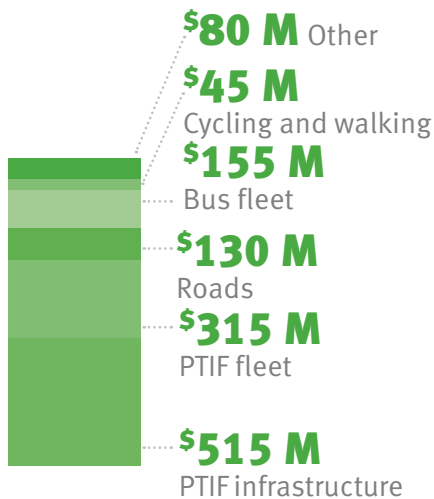
Expansion investments represent 6% of the total operating expenditures and 34% of the total capital expenditures in Phase One. This expansion is made possible by new senior government funding and regional contributions.



EXPANSION CAPITAL FUNDING



EXPANSION CAPITAL EXPENDITURES



EXPANSION CAPITAL \$1.24 BILLION



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



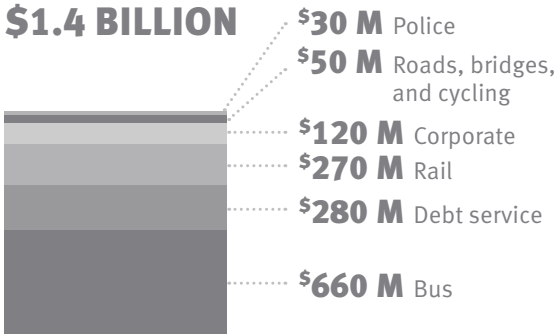
TransLink's annual operating expenditures 2016 vs. 2026

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



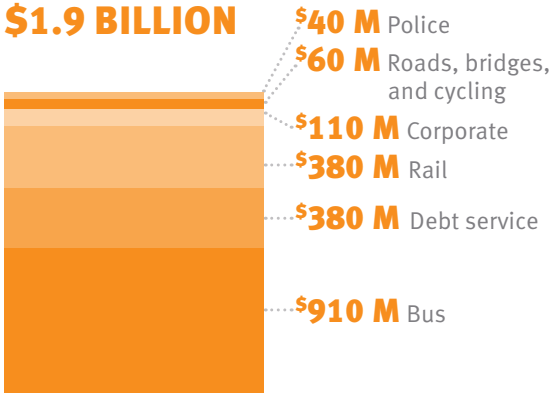
2016

OPERATING EXPENDITURES



2026

OPERATING EXPENDITURES



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



CONSULTATION

on the Phase One Plan



Consultation on the Phase One Plan

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

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

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

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

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

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

Transit and transportation improvements

SUMMARY OF INPUT

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

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



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

ASSESSMENT AND RESPONSE TO INPUT

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

Funding sources

SUMMARY OF INPUT

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

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



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

ASSESSMENT AND RESPONSE TO INPUT

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

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

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



UPDATE TO THE PHASE ONE PLAN (July 2017)

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

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

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

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

CONSULTATION ON THE PHASE ONE PLAN UPDATE

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

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

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

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

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

SUMMARY OF INPUT

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



APPENDICES



Appendices

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

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

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

EXPANSION IN THE PHASE ONE PLAN		
INVESTMENT CATEGORY	NEW DEVELOPMENT FEE	NO DEVELOPMENT FEE
Conventional bus service	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 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Bus Division	657	691	722	752	787	808	830	850	870	889	908	8,108
Rail Division	266	300	308	325	337	345	354	363	369	374	381	3,456
Roads, Bridges, Cycling (excluding MRN Capital Funding)	49	53	52	54	55	56	58	59	61	62	64	573
TransLink Corporate	121	120	101	99	100	104	105	106	108	112	113	1,067
Transit Police	34	37	37	38	39	40	40	41	42	43	44	402
Total Operating Expenditures (Excluding Debt Service)	1,126	1,202	1,221	1,268	1,317	1,353	1,387	1,419	1,450	1,480	1,510	13,607
DEBT SERVICE												
Debt Service Costs	280	292	308	331	352	367	379	389	395	388	383	3,585
Total Operating Expenditures (Including Debt Service)	1,406	1,494	1,529	1,599	1,669	1,720	1,766	1,808	1,845	1,868	1,893	17,191

Note: Totals may not add due to rounding.



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

	2016 Budget	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Bus													
Previously committed	4,998	4,973	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	50,025
New in this Plan			132	293	384	500	500	500	500	500	500	500	4,308
Total	4,998	4,973	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	1,365	1,503	1,510	1,510	1,510	1,510	1,510	1,510	1,510	1,510	1,510	15,095
New in this Plan			75	111	191	251	266	280	291	295	295	295	2,348
Total	1,352	1,365	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	6,349	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 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
HandyDART Vehicle Trips Available													
Previously committed	1,100	1,095	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	11,000
New in this Plan			85	133	171	171	171	171	171	171	171	171	1,586
Total	1,100	1,095	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	132	102	102	102	102	102	102	102	102	102	102	1,020
New in this Plan	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	102	132	102	102	102	102	102	102	102	102	102	102	1,020
Total Custom Transit Trips Available	1,202	1,227	1,287	1,335	1,373	1,373	1,373	1,373	1,373	1,373	1,373	1,373	13,606

Notes:

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

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

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

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

Totals may not add due to rounding.



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

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

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

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



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

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

Note: Totals may not add due to rounding.



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

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

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	141	-	-	-	-	10	22	100	9	-	-
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/Millennium Line Fleet Expansion	2017	214	91	60	59	4	-	-	-	-	-	-
Upgrades to Existing Rail Infrastructure												
Expo Line Burrard Station Upgrade	2017	61	1	9	20	20	10	-	-	-	-	-
SkyTrain OMC Upgrades	2017	50	1	14	15	15	5	-	-	-	-	-
Expo Line Guideway Seismic Upgrade	2020	53	-	-	-	3	10	10	10	10	10	-
Total Major Capital Project Gross Costs		1,290	138	269	156	42	35	32	192	139	78	209

Notes: Totals may not add due to rounding.

SCHEDULE 7: MAJOR ROAD NETWORK EXPANSION

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



SCHEDULE 8: REVENUE SOURCES (\$ MILLIONS)

OPERATING REVENUES	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Transit Revenues												
Fares	522	546	574	603	631	653	678	701	724	745	766	6,620
Other Transit Revenues	20	20	21	21	22	22	22	23	23	24	24	222
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	396	388	388	389	390	390	391	391	392	393	393	3,905
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)	5	6	6	7	9	13	15	19	21	22	24	142
Provincial Operating Contribution	20	19	19	19	19	19	19	19	19	19	19	192
Miscellaneous Revenue (non-tax revenues)	6	5	5	5	5	5	6	6	6	6	6	56
REVENUES APPLIED TO DEBT SERVICE COSTS												
Development Fee	-	-	-	-	10	15	20	20	20	21	21	127
Total Revenues	1,451	1,489	1,538	1,590	1,651	1,705	1,759	1,810	1,860	1,908	1,959	17,268

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 Card (Stored Value)	Adult	1- or 2-Zone	\$4.60	\$4.70	\$4.80	\$4.90	\$5.05	\$5.20	\$5.35	\$5.50	\$5.70	\$5.85	\$6.05
		3-Zone	\$6.05	\$6.15	\$6.25	\$6.35	\$6.55	\$6.75	\$6.95	\$7.15	\$7.35	\$7.60	\$7.80
		4-Zone	\$7.45	\$7.55	\$7.65	\$7.75	\$8.00	\$8.20	\$8.45	\$8.70	\$9.00	\$9.25	\$9.55
		5-Zone	\$10.20	\$10.30	\$10.40	\$10.50	\$10.80	\$11.15	\$11.45	\$11.80	\$12.15	\$12.55	\$12.90
	Concession	1- or 2-Zone	\$2.70	\$2.75	\$2.80	\$2.90	\$3.00	\$3.10	\$3.15	\$3.25	\$3.35	\$3.45	\$3.55
		3-Zone	\$3.50	\$3.55	\$3.60	\$3.70	\$3.80	\$3.95	\$4.05	\$4.15	\$4.30	\$4.40	\$4.55
		4-Zone	\$4.60	\$4.65	\$4.70	\$4.80	\$4.95	\$5.10	\$5.25	\$5.40	\$5.55	\$5.75	\$5.90
		5-Zone	\$6.25	\$6.30	\$6.35	\$6.45	\$6.65	\$6.85	\$7.05	\$7.25	\$7.50	\$7.70	\$7.95
Return Compass Pass (Stored Value)	Adult	1- or 2-Zone	\$10.00	\$10.25	\$10.50	\$10.75	\$11.05	\$11.40	\$11.75	\$12.10	\$12.35	\$12.60	\$12.85
		3-Zone	\$13.00	\$13.25	\$13.50	\$13.75	\$14.15	\$14.60	\$15.00	\$15.50	\$15.95	\$16.40	\$16.90
		4-Zone	\$16.25	\$16.50	\$16.75	\$17.00	\$17.50	\$18.05	\$18.60	\$19.15	\$19.70	\$20.30	\$20.90
		5-Zone	\$22.00	\$22.25	\$22.50	\$22.75	\$23.45	\$24.15	\$24.85	\$25.60	\$26.35	\$27.15	\$28.00
	Concession	1- or 2-Zone	\$6.00	\$6.25	\$6.50	\$6.75	\$6.90	\$7.05	\$7.20	\$7.35	\$7.50	\$7.65	\$7.80
		3-Zone	\$7.75	\$8.00	\$8.25	\$8.50	\$8.75	\$9.00	\$9.30	\$9.55	\$9.75	\$9.95	\$10.15
		4-Zone	\$10.00	\$10.25	\$10.50	\$10.75	\$11.05	\$11.40	\$11.75	\$12.10	\$12.45	\$12.75	\$13.00
		5-Zone	\$13.75	\$14.00	\$14.25	\$14.50	\$14.95	\$15.40	\$15.85	\$16.30	\$16.80	\$17.30	\$17.85
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 (\$ MILLIONS)

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

Notes:

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

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

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



SCHEDULE 10: GOLDEN EARS BRIDGE TOLL RATES

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

Notes: Totals may not add due to rounding.

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



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

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



SCHEDULE 13: PROJECTS FUNDED BY THE GREATER VANCOUVER REGIONAL FUND

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

SCHEDULE 16: RIDERSHIP FORECASTS

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

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



Appendix B: Schedules without development fee revenues

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

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

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

Note: Totals may not add due to rounding.



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

	2016 Budget	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Bus													
Previously committed	4,998	4,973	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	50,025
New in this Plan			132	293	343	396	396	396	396	396	396	396	3,546
Total	4,998	4,973	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	1,365	1,503	1,510	1,510	1,510	1,510	1,510	1,510	1,510	1,510	1,510	15,095
New in this Plan			74	111	172	213	227	234	234	234	234	234	1,967
Total	1,352	1,365	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	6,349	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 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
HandyDART Vehicle Trips Available													
Previously committed	1,100	1,095	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	11,000
New in this Plan			85	133	133	133	133	133	133	133	133	133	1,282
Total	1,100	1,095	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	132	102	102	102	102	102	102	102	102	102	102	1,020
New in this Plan	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	102	132	102	102	102	102	102	102	102	102	102	102	1,020
Total Custom Transit Trips Available	1,202	1,227	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.

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

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

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

Totals may not add due to rounding.



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

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

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

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



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

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

Note: Totals may not add due to rounding.



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

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

Note: Totals may not add due to rounding.

Figures are inclusive of projects approved or underway.



SCHEDULE 6: MAJOR CAPITAL PROJECTS OVER \$50 MILLION

PROJECT	PROJECT START YEAR	GROSS COST (\$ MILLIONS)	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
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	141	-	-	-	-	10	22	100	9	-	-
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/Millennium Line Fleet Expansion	2017	214	91	60	59	4	-	-	-	-	-	-
Upgrades to Existing Rail Infrastructure												
Expo Line Burrard Station Upgrade	2017	61	1	9	20	20	10	-	-	-	-	-
SkyTrain OMC Upgrades	2017	50	1	14	15	15	5	-	-	-	-	-
Expo Line Guideway Seismic Upgrade	2020	53	-	-	-	3	10	10	10	10	10	-
Total Major Capital Project Gross Costs		1,290	138	269	156	42	35	32	192	139	78	209

Note: Totals may not add due to rounding.

SCHEDULE 7: MAJOR ROAD NETWORK EXPANSION

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



SCHEDULE 8: REVENUE SOURCES (\$ MILLIONS)

OPERATING REVENUES	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Transit Revenues												
Fares	522	546	574	600	626	647	670	691	713	734	755	6,554
Other Transit Revenues	20	20	21	21	22	22	22	23	23	24	24	222
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	396	388	388	389	390	390	391	391	392	393	393	3,905
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)	5	6	6	7	10	13	15	18	20	21	23	139
Provincial Operating Contribution	20	19	19	19	19	19	19	19	19	19	19	192
Miscellaneous Revenue (non-tax revenues)	6	5	5	5	5	5	6	6	6	6	6	56
REVENUES APPLIED TO DEBT SERVICE COSTS												
Development Fee	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	1,451	1,489	1,538	1,586	1,636	1,683	1,731	1,780	1,828	1,876	1,925	17,072

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 Card (Stored Value)	Adult	1- or 2-Zone	\$4.60	\$4.70	\$4.80	\$4.90	\$5.05	\$5.20	\$5.35	\$5.50	\$5.70	\$5.85	\$6.05
		3-Zone	\$6.05	\$6.15	\$6.25	\$6.35	\$6.55	\$6.75	\$6.95	\$7.15	\$7.35	\$7.60	\$7.80
		4-Zone	\$7.45	\$7.55	\$7.65	\$7.75	\$8.00	\$8.20	\$8.45	\$8.70	\$9.00	\$9.25	\$9.55
		5-Zone	\$10.20	\$10.30	\$10.40	\$10.50	\$10.80	\$11.15	\$11.45	\$11.80	\$12.15	\$12.55	\$12.90
	Concession	1- or 2-Zone	\$2.70	\$2.75	\$2.80	\$2.90	\$3.00	\$3.10	\$3.15	\$3.25	\$3.35	\$3.45	\$3.55
		3-Zone	\$3.50	\$3.55	\$3.60	\$3.70	\$3.80	\$3.95	\$4.05	\$4.15	\$4.30	\$4.40	\$4.55
		4-Zone	\$4.60	\$4.65	\$4.70	\$4.80	\$4.95	\$5.10	\$5.25	\$5.40	\$5.55	\$5.75	\$5.90
		5-Zone	\$6.25	\$6.30	\$6.35	\$6.45	\$6.65	\$6.85	\$7.05	\$7.25	\$7.50	\$7.70	\$7.95
Return Compass Pass (Stored Value)	Adult	1- or 2-Zone	\$10.00	\$10.25	\$10.50	\$10.75	\$11.05	\$11.40	\$11.75	\$12.10	\$12.35	\$12.60	\$12.85
		3-Zone	\$13.00	\$13.25	\$13.50	\$13.75	\$14.15	\$14.60	\$15.00	\$15.50	\$15.95	\$16.40	\$16.90
		4-Zone	\$16.25	\$16.50	\$16.75	\$17.00	\$17.50	\$18.05	\$18.60	\$19.15	\$19.70	\$20.30	\$20.90
		5-Zone	\$22.00	\$22.25	\$22.50	\$22.75	\$23.45	\$24.15	\$24.85	\$25.60	\$26.35	\$27.15	\$28.00
	Concession	1- or 2-Zone	\$6.00	\$6.25	\$6.50	\$6.75	\$6.90	\$7.05	\$7.20	\$7.35	\$7.50	\$7.65	\$7.80
		3-Zone	\$7.75	\$8.00	\$8.25	\$8.50	\$8.75	\$9.00	\$9.30	\$9.55	\$9.75	\$9.95	\$10.15
		4-Zone	\$10.00	\$10.25	\$10.50	\$10.75	\$11.05	\$11.40	\$11.75	\$12.10	\$12.45	\$12.75	\$13.00
		5-Zone	\$13.75	\$14.00	\$14.25	\$14.50	\$14.95	\$15.40	\$15.85	\$16.30	\$16.80	\$17.30	\$17.85
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 (\$ MILLIONS)

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

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

Notes:

Totals may not add due to rounding.

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



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

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



SCHEDULE 13: PROJECTS FUNDED BY THE GREATER VANCOUVER REGIONAL FUND

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

SCHEDULE 16: RIDERSHIP FORECASTS

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

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



Appendix C: Notes on travel forecasting tools

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

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

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

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



Appendix D: Full Financial Statements and Financial Indicators

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

	Actual										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
For the years ending 31 Dec.											
Financial assets											
Cash and investments	333,353	356,399	345,514	349,767	354,797	362,583	385,657	407,190	439,288	486,162	570,499
Accounts receivable	133,736	137,748	141,881	146,137	150,521	155,037	159,688	164,478	169,413	174,495	179,730
Loan receivable	325,313	310,197	250,734	190,009	127,997	64,670	-	-	-	-	-
Restricted cash and investments	504,295	559,717	623,110	611,814	637,155	714,900	854,621	943,466	1,041,453	1,016,696	1,113,999
Debt reserve deposits	35,049	32,944	29,740	28,373	29,073	27,069	24,561	25,169	23,369	22,007	11,268
	1,331,746	1,397,006	1,390,978	1,326,100	1,299,543	1,324,259	1,424,526	1,540,302	1,673,524	1,699,361	1,875,495
Liabilities											
Accounts payable and accrued liabilities	(270,041)	(275,442)	(280,951)	(286,570)	(292,301)	(298,147)	(304,110)	(310,192)	(316,396)	(322,724)	(329,178)
Debt	(2,347,266)	(2,568,006)	(2,783,107)	(2,891,585)	(3,011,433)	(3,041,148)	(3,063,959)	(3,172,961)	(3,197,314)	(3,087,729)	(3,128,985)
Deferred government transfers	(941,046)	(1,010,960)	(1,097,934)	(1,011,061)	(902,206)	(796,734)	(702,423)	(644,236)	(616,771)	(595,495)	(577,274)
Golden Ears Bridge contractor liability	(1,049,021)	(1,044,076)	(1,038,896)	(1,031,866)	(1,022,820)	(1,011,595)	(998,029)	(981,921)	(963,064)	(941,259)	(916,262)
Deferred concessionaire credit	(549,059)	(525,722)	(502,449)	(479,175)	(455,902)	(432,565)	(409,292)	(386,018)	(362,745)	(339,408)	(316,135)
Employee future benefits	(120,147)	(131,548)	(143,233)	(156,131)	(169,999)	(184,271)	(198,871)	(213,750)	(228,810)	(243,682)	(258,303)
Deferred lease inducements	(12,578)	(12,338)	(11,511)	(10,684)	(9,857)	(9,030)	(8,203)	(7,376)	(6,549)	(5,722)	(4,895)
	(5,289,158)	(5,568,092)	(5,858,080)	(5,967,073)	(5,864,519)	(5,773,489)	(5,684,887)	(5,716,455)	(5,691,649)	(5,536,020)	(5,531,033)
Net debt	(3,957,412)	(4,171,086)	(4,467,103)	(4,640,973)	(4,564,976)	(4,449,231)	(4,260,361)	(4,176,152)	(4,018,125)	(3,836,659)	(3,655,538)
Non-financial assets											
Tangible capital assets	4,867,996	5,131,428	5,667,810	5,906,411	5,870,546	5,778,989	5,610,556	5,585,618	5,517,465	5,386,619	5,406,885
Supplies inventory	61,831	63,686	65,597	67,564	69,591	71,679	73,829	76,044	78,326	80,675	83,096
Prepaid expenses	11,657	12,007	12,367	12,738	13,120	13,514	13,919	14,337	14,767	15,210	15,666
	4,941,484	5,207,120	5,745,774	5,986,713	5,953,257	5,864,182	5,698,304	5,675,999	5,610,557	5,482,505	5,505,647
Accumulated surplus¹	984,072	1,036,034	1,278,671	1,345,740	1,388,281	1,414,951	1,437,943	1,499,846	1,592,432	1,645,845	1,850,109

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

	Actual/ 2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Revenue											
Taxation	825,670	836,342	854,801	873,570	902,201	926,571	951,698	972,831	994,795	1,017,638	1,041,395
Fuel tax	395,731	387,878	388,409	388,986	389,568	390,156	390,750	391,350	391,955	392,567	393,185
Property tax	324,496	339,332	355,882	372,678	389,323	406,683	424,790	443,676	463,374	483,922	505,354
Parking Rights	67,033	70,387	71,443	72,515	73,602	74,706	75,827	76,964	78,119	79,291	80,480
Hydro levy	20,450	20,745	21,067	21,391	21,708	22,025	22,331	22,641	22,945	23,252	23,564
Replacement tax	17,961	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000
Development fee	-	-	-	-	10,000	15,000	20,000	20,000	20,402	20,606	20,812
Transit	541,589	565,906	594,617	624,482	652,504	675,495	700,086	723,630	746,938	768,397	790,075
Government transfers	240,533	159,468	390,954	244,121	174,627	157,876	146,621	172,318	175,104	109,072	234,908
Golden Ears Bridge tolling	52,116	55,744	57,866	60,072	62,366	64,751	67,231	69,810	72,492	75,281	78,181
Investment income	40,567	48,288	48,098	46,411	50,517	56,553	59,599	63,723	71,480	75,637	78,961
Amortization of deferred concessionaire credit	23,337	23,337	23,273	23,273	23,273	23,337	23,273	23,273	23,273	23,337	23,273
Miscellaneous revenue	6,351	5,464	5,396	5,479	5,377	5,401	5,502	5,604	5,679	5,785	5,893
Sub Total Continuing Operations Revenue	1,730,162	1,694,549	1,975,006	1,877,408	1,870,865	1,909,984	1,954,011	2,031,190	2,089,763	2,075,146	2,252,686
Gain on disposal	422,183	(323)	-	-	-	-	-	-	-	-	-
Total Revenue (PSAB)	2,152,345	1,694,227	1,975,006	1,877,408	1,870,865	1,909,984	1,954,011	2,031,190	2,089,763	2,075,146	2,252,686
Expenditures											
Bus division	656,540	691,290	721,924	752,436	786,607	808,228	829,690	849,916	870,457	889,364	908,175
Corporate	73,277	101,158	98,499	98,104	99,509	101,560	103,543	105,676	107,739	109,959	112,105
Rail division	265,941	300,010	308,439	324,692	336,876	345,450	354,495	362,711	368,523	373,661	381,181
Roads and bridges	52,455	116,786	144,216	133,998	81,458	83,567	84,904	87,206	89,805	92,548	95,051
Transit Police	33,758	36,922	37,458	38,147	38,910	39,688	40,482	41,292	42,117	42,960	43,819
Amortization of tangible capital assets*	181,663	200,442	232,048	265,207	278,002	285,751	293,470	289,045	277,615	271,069	267,686
Interest*	172,705	176,367	187,127	196,422	206,962	216,995	223,360	233,441	240,922	240,922	239,331
Sub Total Continuing Operations Expenditures	1,436,340	1,622,975	1,729,711	1,809,006	1,828,324	1,883,1239	1,929,943	1,969,286	1,997,177	2,019,658	2,047,348
Corporate - one-time expenditures	47,609	19,290	2,658	1,333	-	2,075	1,075	-	-	2,075	1,075
Total Expenditures (PSAB)	1,483,949	1,642,265	1,732,369	1,810,339	1,828,324	1,885,314	1,931,018	1,969,286	1,997,177	2,021,733	2,048,423
Surplus (Deficit) for the period (PSAB)	668,396	51,962	242,637	67,069	42,541	26,670	22,993	61,903	92,585	53,413	204,263
Accumulated Surplus¹, beginning of the year	315,676	984,072	1,036,034	1,278,671	1,345,740	1,388,281	1,414,951	1,437,943	1,499,846	1,592,432	1,645,845
Accumulated Surplus¹, end of the year	984,072	1,036,034	1,278,671	1,345,740	1,388,281	1,414,951	1,437,943	1,499,846	1,592,432	1,645,845	1,850,109

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)

	Actual										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Cash provided by (used for):											
Operating transactions:											
Surplus for the year	668,396	51,962	242,637	67,069	42,541	26,670	22,993	61,903	92,585	53,413	204,263
Non-cash changes to operations:											
Amortization of capital assets	181,663	200,442	232,048	265,207	278,002	285,751	293,470	289,045	277,615	271,069	287,886
Amortization of bond issue costs	576	(34)	(100)	(279)	-	(613)	(634)	(646)	(577)	(736)	(786)
Amortization of debt issue costs	193	-	-	-	-	-	-	-	-	-	-
Amortization of Deferred Concessionaire credits	(23,337)	(23,337)	(23,273)	(23,273)	(23,273)	(23,337)	(23,273)	(23,273)	(23,273)	(23,337)	(23,273)
Amortization of deferred government transfers	(196,946)	(140,241)	(371,727)	(224,894)	(155,400)	(138,649)	(127,384)	(153,091)	(155,877)	(89,846)	(215,681)
Government transfers revenue - asset received	(23,261)	(180)	(627)	(827)	(827)	(827)	(827)	(827)	(827)	(827)	(827)
Write-down of capital assets/deferred lease inducements	(221)	323	-	-	-	-	-	-	-	-	-
Gain on disposal of Real Estate	(422,183)	66,633	67,838	67,447	66,931	66,279	65,480	64,524	63,395	62,083	60,571
Net change in contractor liability	-	(6,884)	(6,536)	(5,275)	(3,988)	(2,673)	(1,330)	-	-	-	-
Loan Receivables interest - transfer from restricted fund	-	96,722	(102,578)	78,105	161,184	185,931	205,491	175,732	160,455	218,407	87,690
Non-cash changes to operations	(338,298)	10,525	10,791	11,922	12,806	13,120	13,356	13,538	13,618	13,325	12,968
Changes in non-cash operating working capital	(153,417)	159,209	150,850	157,096	216,531	225,721	241,840	251,173	266,658	285,146	304,917
Capital transactions:											
Net Proceed/(Purchase) for Real Estate Transactions	432,924	(323)	46,551	131,449	56,000	56,000	-	-	-	-	-
Purchase of capital assets (excluding MRN)	(421,886)	(463,873)	(768,431)	(503,808)	(242,137)	(194,194)	(125,036)	(264,107)	(209,461)	(140,224)	(287,952)
Investing transactions:	11,038	(464,196)	(721,880)	(372,359)	(186,137)	(138,194)	(125,036)	(264,107)	(209,461)	(140,224)	(287,952)
(Increase)/decrease in Self-administered sinking fund	-	(41,955)	(54,323)	(65,229)	(26,062)	(77,578)	(84,143)	(90,655)	(98,925)	24,183	(97,500)
(Increase)/decrease in Cash restricted	(3,286)	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Decrease/(increase) in debt reserve fund deposits	1,358	2,105	3,205	1,367	(700)	2,004	2,508	(608)	1,800	1,362	10,739
Financing transactions:	(1,928)	(29,850)	(41,118)	(63,862)	(16,762)	(65,573)	(71,635)	(81,263)	(87,125)	35,545	(76,761)
Short-term borrowing	120,000	-	-	-	-	-	-	-	-	-	-
Bonds issued	150,000	313,360	304,332	295,348	160,779	128,555	115,989	194,820	108,572	100,673	120,736
Premium on financing	24,021	-	-	-	-	-	-	-	-	-	-
Sinking Funds Maturities	(29,915)	129,535	138,800	50,000	(24,981)	66,200	80,000	-	65,000	-	280,000
Sinking Fund interest	(63,341)	(29,820)	(27,981)	(24,646)	(29,811)	(27,513)	(26,843)	(25,331)	(27,602)	(26,717)	(28,918)
Golden Ears Bridge contractor liability payment	(1,892)	(53,266)	(44,012)	(36,357)	(34,700)	(34,700)	(32,688)	(30,278)	(30,278)	(28,313)	(28,313)
Government transfers received for capital additions	6,925	208,230	456,368	135,071	41,953	26,436	25,688	86,714	119,349	59,144	187,657
Short-term debt repayments	-	(7,094)	(14,672)	(23,058)	(28,396)	(33,356)	(30,276)	(26,767)	(22,893)	(21,550)	(21,463)
Bonds matured	-	(131,940)	(141,266)	(52,529)	(68,859)	(68,859)	(82,727)	(7,797)	(67,868)	(132,941)	(260,000)
Payments received for Land Reserve net to unrestricted	-	457	2,712	4,026	5,313	6,573	7,807	-	-	-	-
Increase/(decrease) in cash	61,491	23,046	(10,885)	4,253	5,030	7,787	23,073	21,533	32,099	46,874	84,336
Cash, beginning of period	271,862	333,353	356,399	345,514	349,767	354,797	362,583	385,657	407,190	439,288	486,162
Cash, end of period	333,353	356,399	345,514	349,767	354,797	362,583	385,657	407,190	439,288	486,162	570,499



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

Actual/ 2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Opening Gross Direct Borrowing	2,827	3,040	3,214	3,363	3,582	3,662	3,688	3,690	3,854	3,872
Adjustments	-	-	-	-	-	-	-	-	-	-
Retirements/Other	(81)	(139)	(156)	(76)	(81)	(103)	(114)	(30)	(91)	(155)
Short term borrowings	120	-	-	-	-	-	-	-	-	-
Borrowing in Yr - Capital	174	313	304	295	161	129	116	195	109	101
Closing Gross Direct Borrowing	3,040	3,214	3,363	3,582	3,662	3,688	3,690	3,854	3,872	3,817
Less: Sinking funds	(857)	(853)	(840)	(917)	(1,002)	(1,140)	(1,286)	(1,378)	(1,408)	(1,283)
Less: Debt Reserve Funds	(35)	(33)	(30)	(28)	(27)	(25)	(25)	(23)	(22)	(11)
Closing Net Direct Borrowing	2,148	2,329	2,493	2,637	2,630	2,585	2,526	2,543	2,471	2,387
Deferred Concessionaire credits	549	526	502	479	456	433	409	386	363	339
Golden Ears Bridge contractor liability	1,049	1,044	1,039	1,032	1,012	988	982	963	941	916
Closing Net Borrowing	3,746	3,899	4,034	4,148	4,109	4,029	3,933	3,797	3,667	3,574
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
Reconciliation of Borrowing During Year to Annual Capital Expenditures:										
Capital Expenditures (including MRN)	146	652	988	605	270	222	152	292	239	319
Less: Sr Govt Contributions	(2)	(332)	(584)	(156)	(43)	(26)	(87)	(87)	(119)	(59)
Less: Other Contributions	-	(6)	(100)	(154)	(66)	(67)	(11)	(11)	(11)	(11)
Net Expenditures	144	313	304	295	161	129	116	195	109	101
Add: Gross-up for Debt Reserve Fund	-	-	-	-	-	-	-	-	-	-
Net Borrowing amount for capital	144	313	304	295	161	129	116	195	109	101



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

Actual	2017-2026											Total	
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026		
CAPITAL													
Projects Approved or Underway													
Bus	450,964	345,597	285,392	43,408	-	-	-	-	-	-	-	-	674,397
Equipment	-	4,013	35,022	15,000	-	-	-	-	-	-	-	-	54,034
Facilities	-	6,757	14,980	2,650	1,400	3,800	2,565	3,155	2,450	2,855	2,451	-	43,052
Infrastructure	-	27,906	61,212	24,791	13,204	3,700	1,200	1,200	1,200	1,200	1,200	-	127,113
Exchange	-	2,372	6,448	9,075	3,700	3,700	1,200	1,200	1,200	1,200	1,200	-	31,295
TOH	-	1,551	1,316	12,127	12,127	12,716	18,732	12,103	12,060	13,070	16,909	-	100,614
Other	-	1,500	3,750	4,000	-	-	-	-	-	-	-	-	9,250
Technology	-	1,079	18	-	-	-	-	-	-	-	-	-	1,097
Technology Vehicles	-	62,381	62,381	16,343	24,389	1,141	-	81,705	120,318	67,561	208,905	-	582,743
Conventional Bus	-	4,797	79,744	59,448	-	-	-	-	-	-	-	-	143,989
Replace	-	3,534	9,173	433	11,857	13,054	4,579	12,086	478	13,091	13,091	-	68,864
Expansion	-	3,060	6,231	6,387	6,495	6,757	6,624	6,892	7,030	9,501	9,501	-	3,060
Community Shuttle	-	2,851	2,237	-	-	-	-	-	-	-	-	-	61,628
Replace	-	827	3,381	1,570	4,060	1,470	1,540	2,210	2,090	1,420	1,040	-	5,088
Expansion	-	-	-	-	-	-	-	-	-	-	-	-	-
Seabus	-	-	-	-	-	-	-	-	-	-	-	-	-
Non-Revenue	-	49,802	283,424	150,519	65,681	41,179	43,705	111,708	157,726	93,614	253,097	-	1,250,454
Subtotal Bus	-	14,684	48,012	14,163	21,842	16,285	6,685	2,500	-	-	-	-	121,671
Rail	-	2,930	25,250	2,250	1,250	1,750	2,500	-	-	-	-	-	38,430
Equipment	-	15,852	31,917	20,600	20,450	10,000	-	-	-	-	-	-	98,819
Facilities	-	1,716	17,434	23,650	6,697	-	-	-	-	-	-	-	49,498
Infrastructure	-	47,027	51,092	41,500	23,333	21,980	17,766	16,954	16,330	27,930	16,330	-	280,242
Wayside	-	-	-	-	-	-	-	-	-	-	-	-	3,240
Other	-	1,418	10,577	606	1,100	600	100	600	100	600	100	-	15,802
Applications	-	-	905	500	625	1,780	765	405	405	225	225	-	5,205
Other	-	-	35,367	3,607	4,200	19,000	28,900	107,600	16,950	-	-	-	186,730
Vehicles	-	44,000	44,000	58,873	3,753	-	-	-	-	-	-	-	101,600
Canada Line	-	-	-	-	-	-	-	-	-	-	-	-	88,000
SkyTrain	-	-	-	-	-	-	-	-	-	-	-	-	7,500
Non-Revenue	-	10,500	10,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	-	21,000
Replace	-	-	-	-	-	-	-	-	-	-	-	-	-
Expansion	-	-	-	-	-	-	-	-	-	-	-	-	-
West Coast Express	-	173,495	246,535	167,842	90,650	71,115	59,231	123,919	33,785	28,550	16,655	-	1,017,738
Subtotal Rail	-	1,121	3,930	-	-	-	-	-	-	-	-	-	5,051
Corporate	-	1,621	1,621	-	5,000	5,000	5,000	5,000	-	-	-	-	150
Equipment	-	8,417	6,993	5,500	4,000	4,000	-	-	-	-	-	-	23,241
Facilities	-	4,050	4,185	-	-	-	-	-	-	-	-	-	28,910
Infrastructure	-	7,200	15,400	15,900	16,100	16,200	16,100	16,200	16,600	16,800	17,200	-	8,235
Technology	-	601	250	115	-	-	-	280	350	280	-	-	137,100
Other	-	-	-	-	-	-	-	-	-	-	-	-	1,991
Vehicles	-	15,810	24,328	21,015	24,815	24,900	21,100	21,480	16,950	17,080	17,200	-	204,678
Subtotal Corporate	-	-	1,000	5,000	5,000	-	-	-	-	-	-	-	11,000
TL Roads & Bridges	-	-	1,000	5,000	5,000	-	-	-	-	-	-	-	11,000
Infrastructure	-	-	2,000	2,000	1,250	1,000	1,000	1,000	1,000	1,000	1,000	-	2,000
Bridges	-	3,241	5,387	5,622	1,250	1,000	1,000	1,000	1,000	1,000	1,000	-	21,500
Bike Program	-	-	-	-	-	-	-	-	-	-	-	-	-
Walking Program	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Roads & Bridges	-	3,241	9,387	10,622	6,250	1,000	1,000	1,000	1,000	1,000	1,000	-	35,500
Capital Gross Cost	450,964	587,945	849,066	393,406	187,376	138,194	123,036	264,107	209,461	140,224	287,952	-	3,182,767



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

	<i>Actual</i>											
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2017-2026 Total
CAPITAL INFRASTRUCTURE CONTRIBUTIONS												
Projects Approved or Underway												
Road Network												
Infrastructure	28,780	23,112	14,459	3,667	-	-	-	-	-	-	-	41,238
BICCS	-	10,050	18,450	18,450	1,550	1,550	1,550	1,550	1,550	1,550	1,550	57,800
MRN (Seismic & Upgrade)	-	16,500	33,000	33,000	-	-	-	-	-	-	-	82,500
Pavement rehab	-	14,282	23,155	25,364	25,184	25,848	25,701	26,477	27,509	28,643	29,492	251,656
Transit Related Road Infrastructure Program	-	-	3,000	-	-	-	-	-	-	-	-	3,000
Subtotal Road Network	-	63,944	92,064	80,481	26,734	27,398	27,251	28,027	29,059	30,193	31,042	436,194
Operating Subsidiaries and Contractors Minor Capital	-	-	-	-	-	-	-	-	-	-	-	-
Capital Infrastructure Contributions Gross Cost	28,780	63,944	92,064	80,481	26,734	27,398	27,251	28,027	29,059	30,193	31,042	436,194
Total Capital and Capital Infrastructure Contributions Gross Cost	479,744	651,889	941,130	473,887	214,110	165,592	152,287	292,135	238,521	170,417	318,994	3,618,961
Partnership Funding												
Federal	(9,224)	(9,136)	(189,773)	(31,890)	(1,877)	-	-	-	-	-	-	(9,136)
Build Canada Fund	-	(146,461)	(266,595)	(103,181)	(40,076)	(26,436)	(25,698)	(86,714)	(119,349)	(59,144)	(187,657)	(370,000)
PTIF	(133,344)	(61,769)	(127,186)	(21,047)	(1,239)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(976,620)
Federal Gas Tax	(23,261)	(18,272)	(127,186)	(21,047)	(1,239)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(18,272)
Provincial	-	(96,664)	(11,113)	(10,936)	(10,609)	(37,036)	(36,298)	(97,314)	(129,949)	(69,744)	(198,257)	(246,136)
Provincial	-	(111,113)	(594,491)	(166,727)	(53,791)	(37,036)	(36,298)	(97,314)	(129,949)	(69,744)	(198,257)	(1,065,858)
Other	(902)	(343,415)	(594,491)	(166,727)	(53,791)	(37,036)	(36,298)	(97,314)	(129,949)	(69,744)	(198,257)	(1,727,022)
Total Partnership Funding	166,731	343,415	594,491	166,727	53,791	37,036	36,298	97,314	129,949	69,744	198,257	1,727,022
Total Net Cost	313,013	308,475	346,639	307,160	160,318	128,555	115,989	194,820	108,572	100,673	120,736	1,891,939

Table 6A- Transit Service Levels

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

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



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

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

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

² AFR = Unrestricted Cash & Investments

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

⁴ Includes all Direct and Indirect Debt



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

<i>Actuals</i>		2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
For the years ending 31 Dec.												
Financial assets												
Cash and investments	333,353	356,399	345,514	352,830	359,515	363,779	379,583	394,089	419,319	459,492	537,392	
Accounts receivable	133,736	137,748	141,881	146,137	150,521	155,037	159,688	164,478	169,413	174,495	179,730	
Loan receivable	325,313	310,197	250,734	190,009	127,997	64,670	-	-	-	-	-	
Restricted cash and investments	504,295	559,717	623,110	611,814	637,147	714,868	854,540	943,298	1,041,154	1,016,207	1,113,248	
Debt reserve deposits	35,049	32,944	29,740	28,373	29,073	27,069	24,561	25,169	23,369	22,007	11,268	
	1,331,746	1,397,006	1,390,978	1,329,162	1,304,253	1,325,423	1,418,371	1,527,035	1,653,255	1,672,201	1,841,637	
Liabilities												
Accounts payable and accrued liabilities	(270,041)	(275,442)	(280,951)	(286,570)	(292,301)	(298,147)	(304,110)	(310,192)	(316,396)	(322,724)	(329,178)	
Debt	(2,347,266)	(2,568,006)	(2,783,107)	(2,991,352)	(3,010,723)	(3,039,704)	(3,061,513)	(3,169,229)	(3,192,002)	(3,080,526)	(3,119,567)	
Deferred government transfers	(941,046)	(1,010,960)	(1,097,934)	(1,011,061)	(902,206)	(796,734)	(702,423)	(644,236)	(616,771)	(595,495)	(677,274)	
Golden Ears Bridge contractor liability	(1,049,021)	(1,044,076)	(1,038,896)	(1,031,866)	(1,022,820)	(1,011,595)	(998,029)	(981,921)	(963,064)	(941,259)	(916,262)	
Deferred concessionaire credit	(549,059)	(525,722)	(502,449)	(479,175)	(455,902)	(432,565)	(409,292)	(386,018)	(362,745)	(339,408)	(316,135)	
Employee future benefits	(120,147)	(131,548)	(143,233)	(156,131)	(169,999)	(184,271)	(198,871)	(213,750)	(228,810)	(243,682)	(258,303)	
Deferred lease inducements	(12,578)	(12,338)	(11,511)	(10,684)	(9,857)	(9,030)	(8,203)	(7,376)	(6,549)	(5,722)	(4,895)	
	(5,289,158)	(5,568,092)	(5,858,080)	(5,966,840)	(5,863,809)	(5,772,046)	(5,682,441)	(5,712,723)	(5,686,336)	(5,528,817)	(5,521,615)	
Net debt	(3,957,412)	(4,171,086)	(4,467,103)	(4,637,677)	(4,559,556)	(4,446,623)	(4,264,069)	(4,185,689)	(4,033,081)	(3,856,616)	(3,679,978)	
Non-financial assets												
Tangible capital assets	4,867,996	5,131,428	5,667,810	5,906,411	5,870,546	5,778,989	5,610,556	5,585,618	5,517,465	5,386,619	5,406,885	
Supplies inventory	61,831	63,686	65,597	67,564	69,591	71,679	73,829	76,044	78,326	80,675	83,096	
Prepaid expenses	11,657	12,007	12,367	12,738	13,120	13,514	13,919	14,337	14,767	15,210	15,666	
	4,941,484	5,207,120	5,745,774	5,986,713	5,953,257	5,864,182	5,698,304	5,675,999	5,610,557	5,482,505	5,505,647	
Accumulated surplus¹	984,072	1,036,034	1,278,671	1,349,036	1,393,702	1,417,558	1,434,235	1,490,310	1,577,476	1,625,889	1,825,669	

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)

	Actual										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Revenue											
Taxation	825,670	836,342	854,801	873,570	892,201	911,571	931,698	952,631	974,393	997,032	1,020,583
Fuel tax	395,731	387,878	388,409	388,986	389,568	390,156	390,750	391,350	391,955	392,567	393,185
Property tax	324,496	339,332	355,882	372,678	389,323	406,683	424,790	443,676	463,374	483,922	505,354
Parking sales tax	67,033	70,387	71,443	72,515	73,602	74,706	75,827	76,964	78,119	79,291	80,480
Hydro levy	20,450	20,745	21,067	21,391	21,708	22,025	22,331	22,641	22,945	23,252	23,564
Replacement tax	17,961	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000
Development fee											
Transit	541,589	565,906	594,617	620,941	647,146	669,099	692,047	713,866	736,470	757,552	778,837
Fares	522,285	545,554	573,866	599,783	625,573	647,101	669,618	690,997	713,151	733,775	754,593
Other transit	19,304	20,352	20,751	21,158	21,573	21,998	22,429	22,869	23,319	23,777	24,244
Government transfers	240,533	159,488	390,954	244,121	174,627	157,876	146,621	172,318	175,104	109,072	234,908
Golden Ears Bridge tolling	52,116	55,744	57,866	60,072	62,366	64,751	67,231	69,810	72,492	75,281	78,181
Investment income	40,567	48,288	48,098	46,433	50,905	56,648	59,514	63,367	70,825	74,710	77,769
Amortization of deferred concessionaire credit	23,337	23,337	23,273	23,273	23,273	23,273	23,273	23,273	23,273	23,337	23,273
Miscellaneous revenue	6,351	5,464	5,396	5,479	5,377	5,401	5,502	5,604	5,679	5,785	5,893
Sub Total Continuing Operations Revenue	1,730,162	1,694,549	1,975,006	1,873,890	1,855,596	1,888,684	1,925,886	2,000,869	2,058,237	2,042,769	2,219,445
Gain on disposal	422,183	(323)									
Total Revenue (PSAB)	2,152,345	1,694,227	1,975,006	1,873,890	1,855,596	1,888,684	1,925,886	2,000,869	2,058,237	2,042,769	2,219,445
Expenditures											
Bus division	656,540	691,290	721,924	747,148	774,521	795,781	816,887	836,784	856,990	875,599	894,115
Corporate	73,277	101,158	98,499	98,104	97,387	99,395	101,334	103,424	105,441	107,615	109,715
Rail division	265,941	300,010	308,439	323,730	334,910	343,441	350,261	356,913	362,293	367,361	374,752
Roads and bridges	52,455	116,786	144,216	133,440	80,260	81,752	82,442	84,065	85,953	87,952	89,675
Transit Police	33,758	36,922	37,458	38,147	38,910	39,688	40,482	41,292	42,117	42,960	43,819
Amortization of tangible capital assets*	181,663	200,442	232,048	265,207	278,002	285,751	293,470	299,045	277,615	271,069	267,686
Interest*	172,705	176,367	187,127	196,417	206,941	216,943	223,258	233,271	240,662	239,726	238,828
Sub Total Continuing Operations Expenditures	1,436,340	1,622,975	1,729,711	1,802,193	1,810,930	1,862,752	1,908,134	1,944,794	1,971,071	1,992,282	2,018,589
Corporate - onetime expenditures	47,609	19,290	2,658	1,333		2,075	1,075			2,075	1,075
Total Expenditures (PSAB)	1,483,949	1,642,265	1,732,369	1,803,526	1,810,930	1,864,827	1,909,209	1,944,794	1,971,071	1,994,357	2,019,664
Surplus (Deficit) for the period (PSAB)	668,396	51,962	242,637	70,365	44,666	23,857	16,676	56,076	87,166	48,413	199,780
Accumulated Surplus¹, beginning of the year	315,676	984,072	1,036,034	1,278,671	1,349,036	1,393,702	1,417,558	1,434,235	1,490,310	1,577,476	1,625,889
Accumulated Surplus¹, end of the year	984,072	1,036,034	1,278,671	1,349,036	1,393,702	1,417,558	1,434,235	1,490,310	1,577,476	1,625,889	1,825,669

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

	Actual										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
For the years ending 31 Dec.											
Cash provided by (used for):											
Operating transactions:											
Surplus for the year	668,396	51,982	242,637	70,365	44,666	23,857	16,676	56,076	87,166	48,413	199,780
Non-cash changes to operations:											
Amortization of capital assets	181,663	200,442	232,048	265,207	278,002	285,751	283,470	289,045	277,615	271,069	267,686
Amortization of bond issue costs	576	(34)	(100)	(279)	(261)	(613)	(634)	(646)	(577)	(736)	(786)
Amortization of debt issue costs	193	-	-	-	-	-	-	-	-	-	-
Amortization of Deferred Concessionaire credits	(23,337)	(23,337)	(23,273)	(23,273)	(23,273)	(23,337)	(23,273)	(23,273)	(23,273)	(23,337)	(23,273)
Amortization of deferred government transfers	(196,945)	(140,241)	(371,727)	(224,894)	(155,400)	(138,649)	(127,394)	(153,091)	(155,877)	(89,845)	(215,681)
Government transfers revenue - asset received	(23,261)	(221)	(827)	(827)	(827)	(827)	(827)	(827)	(827)	(827)	(827)
Write-down of capital assets/deferred lease inducements	(422,183)	323	-	-	-	-	-	-	-	-	-
Gain on disposal of Real Estate	-	66,633	67,838	67,447	66,931	66,279	65,480	64,524	63,395	62,083	60,571
Net change in contractor liability	-	(6,884)	(6,536)	(5,275)	(3,988)	(2,673)	(1,330)	-	-	-	-
Loan Receivables interest - transfer from restricted fund	-	96,722	(102,578)	78,105	161,184	185,931	205,491	175,732	160,455	218,407	87,690
Non-cash changes to operations	(483,516)	10,525	10,791	11,922	12,806	13,120	13,356	13,538	13,618	13,325	12,964
Changes in non-cash operating working capital	(538,298)	159,209	150,850	160,392	218,656	222,908	235,523	245,345	261,239	280,145	300,434
Capital transactions:											
Net Proceed/(Purchase) for Real Estate Transactions	432,924	(323)	46,551	131,449	56,000	56,000	-	-	-	-	-
Purchase of capital assets (excluding MRN)	(421,886)	(463,873)	(768,431)	(503,808)	(242,137)	(194,194)	(125,036)	(284,107)	(209,461)	(140,224)	(287,952)
Investing transactions:	11,038	(464,196)	(721,880)	(372,359)	(186,137)	(138,194)	(125,036)	(284,107)	(209,461)	(140,224)	(287,952)
(Increase)/decrease in Self-administered sinking fund	-	(41,955)	(54,323)	(65,229)	(26,054)	(77,553)	(84,093)	(90,569)	(98,793)	24,373	(97,239)
(Increase)/decrease in Cash- restricted Intra	(3,286)	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Decrease/(increase) in debt reserve fund deposits	1,358	2,105	3,205	1,367	(700)	2,004	2,508	(608)	1,800	1,362	10,739
Financing transactions:	(1,928)	(29,850)	(41,118)	(53,862)	(16,754)	(65,549)	(71,585)	(81,177)	(86,983)	35,735	(76,499)
Short-term borrowing	120,000	-	-	-	-	-	-	-	-	-	-
Bonds issued	150,000	313,360	304,332	295,115	160,302	127,822	114,987	193,535	106,991	98,782	118,521
Premium on financing	24,021	129,535	138,800	50,000	-	66,200	80,000	-	65,000	-	280,000
Sinking Funds Maturities	(29,915)	(29,820)	(27,981)	(24,646)	(24,981)	(27,513)	(26,843)	(25,331)	(27,602)	(26,717)	(28,918)
Sinking Fund interest	(63,341)	(53,266)	(44,012)	(36,357)	(34,700)	(34,700)	(32,698)	(30,278)	(30,278)	(28,313)	(28,313)
Golden East Bridge contractor liability payment	(1,892)	(71,578)	(73,018)	(74,477)	(75,977)	(77,594)	(79,046)	(80,632)	(82,252)	(83,888)	(85,568)
Government transfers received for capital additions	6,925	208,230	456,388	135,071	41,953	26,436	25,698	86,714	119,349	59,144	187,687
Short-term debt repayments	-	(7,094)	(14,672)	(23,058)	(28,598)	(33,366)	(30,976)	(26,767)	(22,893)	(21,560)	(21,463)
Bonds matured	-	(131,940)	(14,266)	(32,529)	(52,593)	(68,869)	(82,727)	(2,797)	(67,868)	(132,941)	(260,000)
Payments received for Land Reserve net to unrestricted	-	457	2,712	4,026	5,313	6,373	7,507	-	-	-	-
Increase/(decrease) in cash	61,491	23,046	(10,885)	7,316	6,685	4,264	15,804	14,506	25,230	40,173	77,899
Cash, beginning of period	271,862	333,353	356,399	345,514	352,830	359,515	363,779	379,583	394,089	419,319	459,492
Cash, end of period	333,353	356,399	345,514	352,830	359,515	363,779	379,583	394,089	419,319	459,492	537,392





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

	Actual 2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Opening Gross Direct Borrowing	2,827	3,040	3,214	3,363	3,582	3,661	3,686	3,687	3,851	3,866	3,810
Adjustments	-	-	-	-	-	-	-	-	-	-	-
Retirements/Other	(81)	(139)	(156)	(76)	(81)	(103)	(114)	(30)	(91)	(155)	(302)
Short term borrowings	120	-	-	-	-	-	-	-	-	-	-
Borrowing in Yr - Capital	174	313	304	295	160	128	115	194	107	99	119
Closing Gross Direct Borrowing	3,040	3,214	3,363	3,582	3,661	3,686	3,687	3,851	3,866	3,810	3,626
Less: Sinking funds	(857)	(853)	(840)	(917)	(1,002)	(1,076)	(1,139)	(1,286)	(1,377)	(1,408)	(1,282)
Less: Debt Reserve Funds	(35)	(33)	(30)	(28)	(29)	(27)	(25)	(25)	(23)	(22)	(11)
Closing Net Direct Borrowing	2,148	2,329	2,493	2,637	2,630	2,583	2,523	2,540	2,466	2,380	2,332
Deferred Concessionaire credits	549	526	502	479	456	433	409	386	363	339	316
Golden Ears Bridge contractor liability	1,049	1,044	1,039	1,032	1,023	1,012	998	982	963	941	916
Closing Net Borrowing	3,746	3,899	4,034	4,148	4,108	4,027	3,931	3,908	3,792	3,661	3,565
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 WRN)	146	652	988	605	270	221	151	291	237	169	317
Less: Sr Gov't Contributions	(2)	(332)	(584)	(156)	(43)	(26)	(26)	(87)	(119)	(59)	(188)
Less: Other Contributions	-	(6)	(100)	(154)	(66)	(67)	(11)	(11)	(11)	(11)	(11)
Net Expenditures	144	313	304	295	160	128	115	194	107	99	119
Add: Gross-up for Debt Reserve Fund	-	-	-	-	-	-	-	-	-	-	-
Net Borrowing amount for capital	144	313	304	295	160	128	115	194	107	99	119



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

	Actual 2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2017-2026 Total
CAPITAL												
Projects Approved or Underway												
Bus	450,964	345,597	285,392	43,408	-	-	-	-	-	-	-	674,397
Equipment	-	4,013	35,022	15,000	-	-	-	-	-	-	-	54,034
Facilities	-	6,757	14,980	2,650	1,400	3,800	2,555	3,155	2,450	2,855	2,451	43,052
Infrastructure	-	27,906	61,212	24,791	13,204	3,700	1,200	1,200	1,200	1,200	1,200	127,113
Exchange	-	2,372	6,448	9,075	3,700	3,700	1,200	1,200	1,200	1,200	1,200	31,295
TOH	-	1,551	1,316	4,000	12,127	12,716	18,732	12,103	12,090	13,070	16,909	100,614
Other	-	500	3,750	4,000	-	-	-	-	-	-	-	8,250
Applications	-	1,079	18	-	-	-	-	-	-	-	-	1,097
Technology	-	-	62,351	16,343	24,389	1,141	-	81,705	120,318	67,561	206,905	582,743
Vehicles	-	4,797	79,744	59,448	-	-	-	4,579	12,686	478	13,091	143,989
Conventional Bus	-	-	3,534	9,173	433	11,857	13,054	4,579	12,686	478	13,091	68,884
Community Shuttle	-	-	3,060	-	-	-	-	-	-	-	-	3,060
Expansion	-	-	5,730	6,231	6,367	6,495	6,624	6,757	6,892	7,030	9,501	61,628
Replace	-	-	2,851	2,237	-	-	-	-	-	-	-	5,088
Expansion	-	-	-	-	-	-	-	-	-	-	-	-
Seabus	-	827	3,381	1,570	4,060	1,470	1,540	2,210	2,090	1,420	1,040	19,608
Non-Revenue	-	49,802	283,424	150,519	65,681	41,179	43,705	111,708	157,726	93,614	253,097	1,250,454
Subtotal Bus												
Rail												
Equipment	-	14,684	48,012	14,163	21,842	16,285	6,685	-	-	-	-	121,671
Facilities	-	2,930	25,250	2,250	1,250	1,750	2,500	2,500	-	-	-	38,430
Infrastructure	-	15,852	31,917	20,600	20,450	10,000	-	-	-	-	-	86,819
Stations	-	1,716	17,434	23,650	6,697	10,000	-	-	-	-	-	49,498
Wayside	-	47,027	51,092	41,500	23,333	21,980	17,766	16,954	16,330	27,930	16,330	280,242
Other	-	-	3,240	-	-	-	-	-	-	-	-	3,240
Applications	-	1,418	10,577	606	1,100	600	100	600	100	600	100	15,802
Technology	-	-	905	500	625	1,780	765	765	405	-	225	5,205
Vehicles	-	35,367	3,607	4,200	10,080	19,000	28,900	107,600	16,950	-	-	186,730
Non-Revenue	-	44,000	44,000	3,753	-	-	-	-	-	-	-	101,600
SkyTrain	-	-	-	-	-	-	-	-	-	-	-	-
Canada Line	-	-	-	-	-	-	-	-	-	-	-	-
Expansion	-	-	-	-	-	-	-	-	-	-	-	-
Replace	-	10,500	10,500	1,500	1,500	1,500	1,500	1,500	-	-	-	86,000
Expansion	-	-	-	-	-	-	-	-	-	-	-	-
West Coast Express	-	-	-	-	-	-	-	-	-	-	-	-
Expansion	-	173,495	246,535	167,842	90,630	71,115	59,231	129,919	33,785	28,530	16,655	1,017,738
Subtotal Rail												
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
Applications	-	4,050	4,185	-	-	-	-	-	-	-	-	8,235
Infrastructure	-	-	7,200	15,400	15,700	15,900	16,100	16,200	16,600	16,800	17,200	137,100
Technology	-	601	250	115	-	-	-	280	350	280	-	1,991
Vehicles	-	15,810	24,328	21,015	24,815	24,900	21,100	21,480	16,950	17,080	17,200	204,678
Subtotal Corporate												
TL Roads & Bridges												
Infrastructure	-	-	1,000	5,000	5,000	-	-	-	-	-	-	11,000
Bridges	-	-	1,000	-	-	-	-	-	-	-	-	1,000
Patullo	-	-	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
BikeProgram	-	-	-	-	-	-	-	-	-	-	-	-
Walking Program	-	3,241	9,387	10,622	6,250	1,000	1,000	1,000	1,000	1,000	1,000	35,500
Subtotal Roads & Bridges												
Capital Gross Cost	450,964	587,945	849,066	383,406	187,376	138,194	125,036	264,107	209,461	140,224	287,952	3,182,767

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

	<i>Actual/</i>										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Conventional Transit											
<i>(thousands of service hours)</i>											
Conventional Bus	4,250	4,378	4,508	4,558	4,612	4,612	4,612	4,612	4,612	4,612	4,612
Community Shuttle	590	618	645	645	645	645	645	645	645	645	645
West Vancouver Conventional Bus	132	139	142	142	142	142	142	142	142	142	142
SkyTrain Expo and Millennium Lines	1,129	1,336	1,373	1,417	1,434	1,434	1,434	1,434	1,434	1,434	1,434
SkyTrain Canada Line	196	204	210	224	246	260	268	268	268	268	268
SeaBus	11	12	12	13	14	14	14	14	14	14	14
West Coast Express	40	38	38	40	42	42	42	42	42	42	42
Total Conventional Transit	6,349	6,724	6,929	7,041	7,136	7,150	7,158	7,158	7,158	7,158	7,158
Custom Transit Trips											
<i>(thousands of trips)</i>											
HandyDART	1,095	1,185	1,233	1,233	1,233	1,233	1,233	1,233	1,233	1,233	1,233
Taxi Supplement	132	102	102	102	102	102	102	102	102	102	102
Total Custom Trips	1,227	1,287	1,335	1,335	1,335	1,335	1,335	1,335	1,335	1,335	1,335



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

	Actual											
	For the years ending 31 December	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Closing Gross Direct Borrowing (<\$4.0 Bn)		3,040	3,214	3,363	3,582	3,661	3,686	3,687	3,851	3,866	3,810	3,626
Net Debt (Closing Net Borrowing) ¹		3,746	3,899	4,034	4,148	4,108	4,027	3,931	3,908	3,792	3,661	3,565
Net Debt / Operating Revenues <300%		259%	263%	263%	263%	253%	241%	229%	222%	210%	197%	187%
Gross Interest / Operating Revenues <20%		12%	12%	12%	12%	13%	13%	13%	13%	13%	13%	13%
Net Debt per capita ⁴ <\$2,000		1,474	1,512	1,542	1,564	1,527	1,476	1,421	1,394	1,335	1,272	1,223
Accumulated Funding Resources (AFR) ²		333	356	346	353	360	364	380	394	419	459	537
AFR as a percentage of Total Funding Requirements ³		24%	24%	23%	22%	22%	21%	22%	22%	23%	25%	29%

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

2: AFR = Unrestricted Cash & Investments

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

4: Includes all Direct and Indirect Debt



Update to Phase One of the 10-Year Vision

2017–2026 INVESTMENT PLAN

~~NOVEMBER 2016~~ July 27, 2017

Approved by the TransLink Board of Directors – July 19, 2017
and the Mayors' Council on Regional Transportation – ~~November 23, 2016~~ July 27, 2017

TRANSLINK
BOARD OF DIRECTORS

2017:

Lorraine Cunningham, Chair

Janet Austin

Larry Beasley

Jim Chu

Sarah Clark

Murray Dinwoodie

Anne Giardini

Tony Gugliotta

Linda Hepner

Gregor Robertson

Marcella Szel

2016:

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Larry Beasley
Jim Chu
Lorraine Cunningham
Murray Dinwoodie
Brenda Eaton
Barry Forbes
Tony Gugliotta
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Marcella Szel

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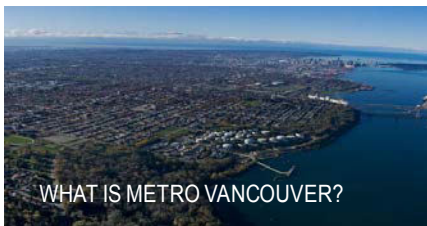
Richard Walton
Mayor, District of North Vancouver

Bryce Williams
Chief, Tsawwassen First Nation

For the purpose of the South Coast British Columbia Transportation Authority Act, this document constitutes the investment plan ~~prepared in 2016~~ for the 2017-2026 period. Initial approval for the 2017 investment plan was granted November 23, 2016, and the plan was updated in July 2017. This document is the updated 2017 investment plan and will serve as TransLink's strategic plan ~~beginning January 1, 2017,~~ until a replacement investment plan is approved.

ABOUT TRANSLINK

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



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

ABOUT THE PHASE ONE PLAN

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

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

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

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

CAUTION REGARDING FORWARD-LOOKING STATEMENTS

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

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

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~~ 246 million for capital expenditures in the Plan.
- To meet the opportunity provided by new senior government funding, the Plan includes new regional funding of more than ~~\$600-600~~ million for capital expenditures and \$800 million for operating expenditures over 10 years.

A balanced approach to regional funding

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

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

CONSULTATION ON THE PHASE ONE PLAN

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

FUTURE INVESTMENT PLANS

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

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

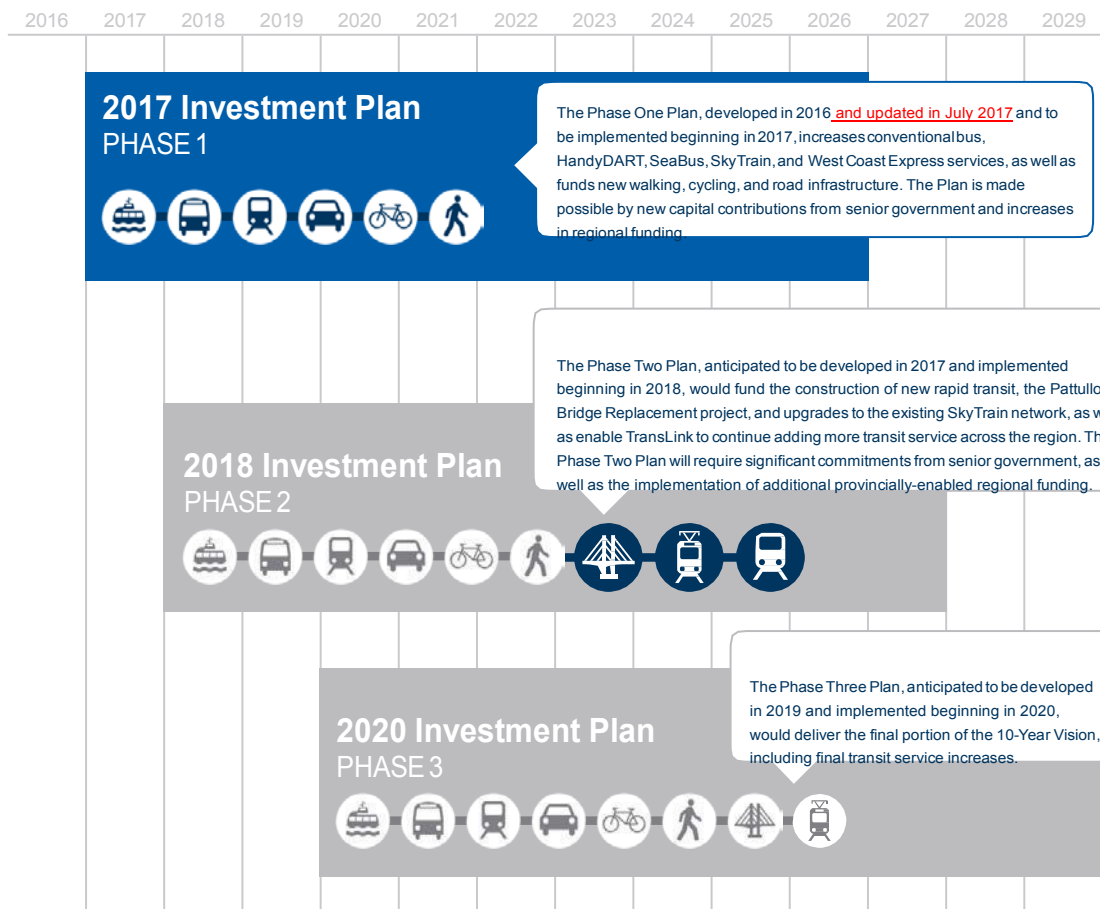
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Comment [SLT1]: Update page numbers and include new section

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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.



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 ~~233-234~~ million annual transit journeys in 2016 to ~~272-273~~ 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.



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.

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 \$~~155-142~~ million in unrestricted interest income over 10 years.

Provincial contributions to operations

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

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



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 \$~~983-977~~ million in GVRF contributions over 10 years to support eligible transit fleet expansion and system modernization projects:
 - » Fleet replacement, modernization, and expansion
 - » SkyTrain vehicle refurbishment
 - » Infrastructure improvements and replacements

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

Build Canada Fund

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

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

Provincial contributions

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

- The Plan includes \$~~244-246~~ million in provincial contributions for capital projects funded by Phase 1 of the PTIF. See Schedule 12 for a list of projects to be funded by PTIF.
- The Plan also includes \$~~9-18~~ million in other provincial capital contributions.

Established borrowing limit

TransLink previously had an established borrowing limit of \$3.5 billion. This Plan approved in 2016 ~~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.

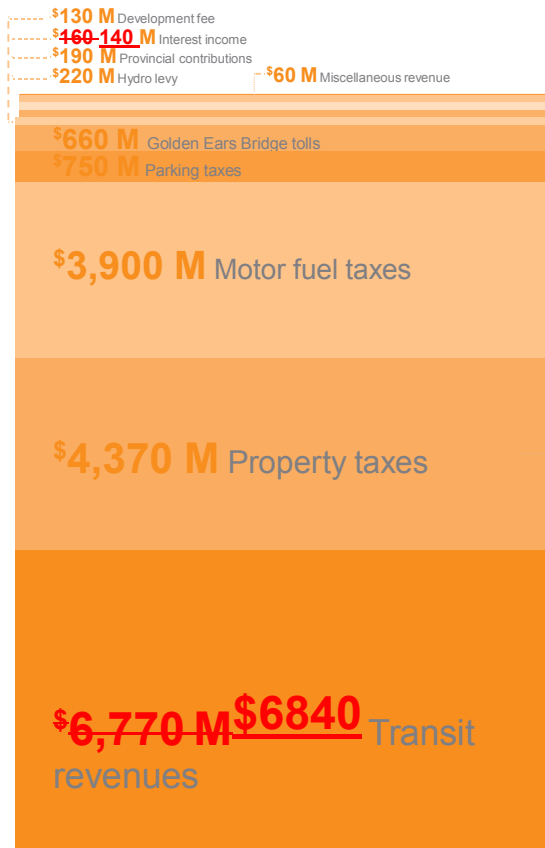
[The Plan update in 2017 has no impact on borrowing limit, which continues at \\$4 billion.](#)



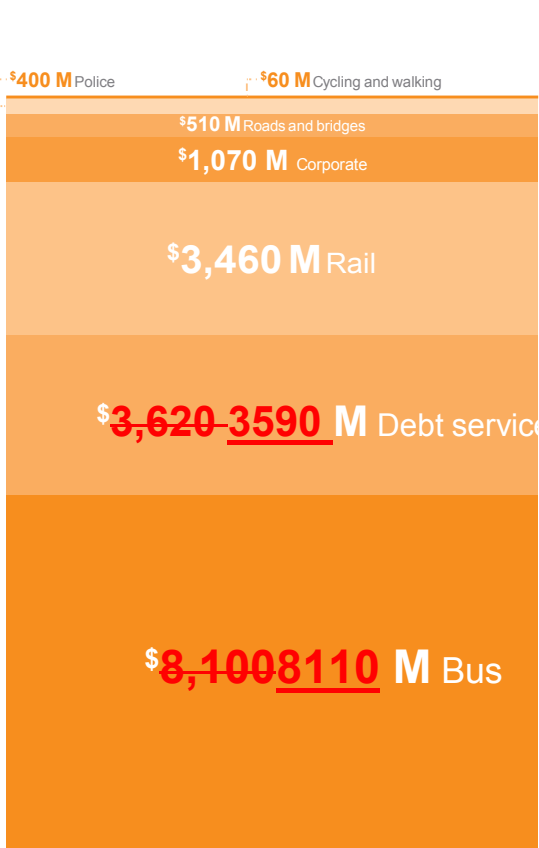
Operating revenues and expenditures (2017 – 2026)

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

TOTAL OPERATING REVENUES \$17.2BILLION



TOTAL OPERATING EXPENDITURES \$17.2BILLION



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 ~~\$3.53.6~~ billion in capital expenditures over 10 years.

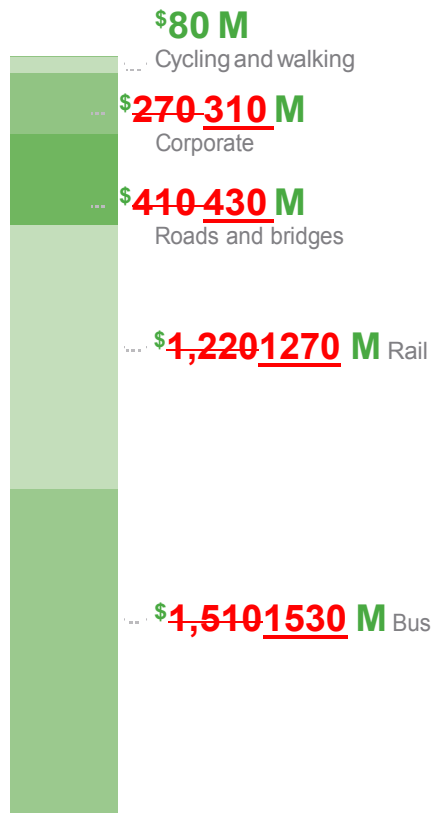
TOTAL CAPITAL FUNDING

~~\$3.53.6~~ **BILLION**



TOTAL CAPITAL EXPENDITURES

~~\$3.53.6~~ **BILLION**



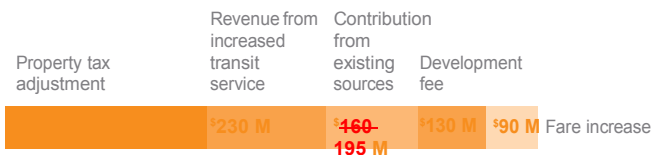
The figures used in these illustrations have been rounded and may not total to 100%. For detailed financial figures, please refer to the Appendices.



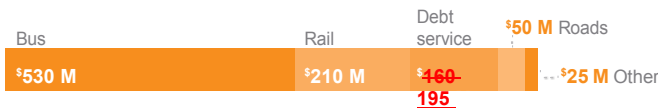
What's new in Phase 1 (2017–2026)

Expansion investments represent 6% of the total operating expenditures and ~~33~~34% of the total capital expenditures in Phase One. This expansion is made possible by new senior government funding and regional contributions.

EXPANSION OPERATING REVENUES

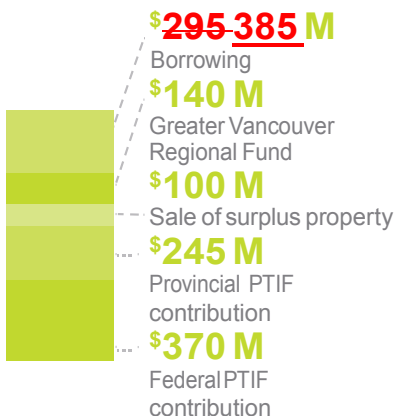


EXPANSION OPERATING EXPENDITURES

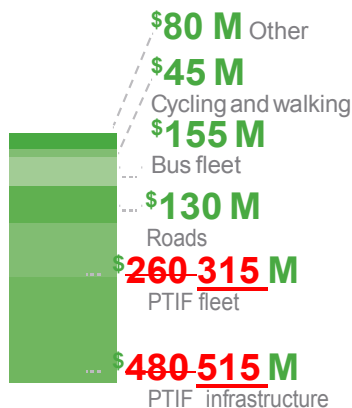


EXPANSION OPERATING ~~\$475~~\$319 MILLION

EXPANSION CAPITAL FUNDING



EXPANSION CAPITAL EXPENDITURES



EXPANSION CAPITAL ~~\$1.151~~ \$1.24 BILLION

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



TransLink's annual operating expenditures 2016 vs. 2026

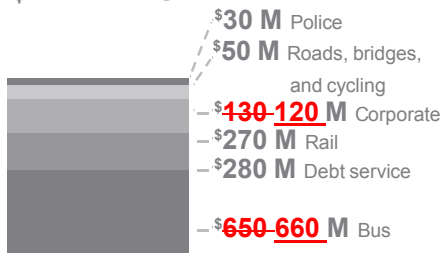
Phase One increases TransLink's annual operating expenditures, but the percentage of spending dedicated to each program will remain similar to previous years.

TOTAL OPERATING
EXPENDITURES
2017-2026

2016

OPERATING EXPENDITURES

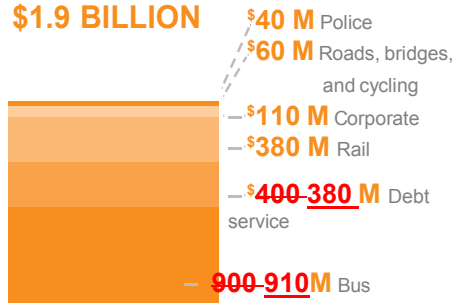
\$1.4 BILLION



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 importance 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.



UPDATE TO THE PHASE ONE PLAN (July 2017)

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

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

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

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

Consultation on the Phase One Plan Update

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

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

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

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

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

SUMMARY OF INPUT

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



APPENDICES



APPENDIX A: Schedules with development fee revenues

SCHEDULE 1: OPERATING EXPENDITURES (\$ MILLIONS)

Updated Schedule 1: Operating Expenditures (\$Millions)

<u>Operating Expenditures</u>	<u>2016 Actual</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2017-2026</u>
Bus Division	657	691	722	752	787	808	830	850	870	889	908	8,108
Rail Division	266	300	308	325	337	345	354	363	369	374	381	3,456
Roads, Bridges, Cycling (does not include MRN Capital Funding)	49	53	52	54	55	56	58	59	61	62	64	573
TransLink Corporate	121	120	101	99	100	104	105	106	108	112	113	1,067
Transit Police	34	37	37	38	39	40	40	41	42	43	44	402
Total Operating Expenditures (Excluding Debt Service)	1,126	1,202	1,221	1,268	1,317	1,353	1,387	1,419	1,450	1,480	1,510	13,607
<u>Debt Service</u>												
Debt Service Costs	280	292	308	331	352	367	379	389	395	388	383	3,585
Total Operating Expenditures (Including Debt Service)	1,406	1,494	1,529	1,599	1,669	1,720	1,766	1,808	1,845	1,868	1,893	17,191

Note: Totals may not add due to rounding

APPENDIX A: Schedules with development fee revenues

SCHEDULE 2: CONVENTIONAL TRANSIT SERVICE LEVELS (THOUSANDS OF SERVICE HOURS)													
	2016 Budget	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Bus													
Previously committed	4,998	4,973	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	50,025
New in this Plan			132	293	384	500	500	500	500	500	500	500	4,308
Total	4,998	4,973	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	1,365	1,503	1,510	1,510	1,510	1,510	1,510	1,510	1,510	1,510	1,510	15,095
New in this Plan			75	111	191	251	266	280	291	295	295	295	2,348
Total	1,352	1,365	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	6,349	6,724	6,929	7,101	7,278	7,292	7,307	7,317	7,321	7,321	7,321	71,911

Updated

APPENDIX A: Schedules with development fee revenues

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

Old

This table is for the designer to see that the original table had an addition error, hence the change in the updated table below

13,606

casting error

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 3: CUSTOM TRANSIT SERVICE LEVELS (THOUSANDS OF TRIPS)													
	2016 Budget	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
HandyDART Vehicle Trips Available													
Previously committed	1,100	1,095	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	11,000
New in this Plan			85	133	171	171	171	171	171	171	171	171	1,586
Total	1,100	1,095	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	132	102	102	102	102	102	102	102	102	102	102	1,020
New in this Plan	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	102	132	102	102	102	102	102	102	102	102	102	102	1,020
Total Custom Transit Trips Available	1,202	1,227	1,287	1,287	1,335	1,373	1,373	1,373	1,373	1,373	1,373	1,373	13,520

casting error

13,606

APPENDIX A: Schedules with development fee revenues

SCHEDULE 5: CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS (\$ MILLIONS)												
CAPITAL EXPENDITURES	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Bus												
Equipment	2	5	35	15	-	-	-	-	-	-	-	55
Facilities	52	9	15	3	1	4	3	3	2	3	2	45
Infrastructure	9	69	74	38	29	16	20	13	13	14	18	305
Technology	1	2	4	4	-	-	-	-	-	-	-	10
Vehicles	80	81	309	99	35	21	21	95	142	76	233	1,113
Bus Total	144	166	437	158	66	41	44	112	158	94	253	1,528
Rail												
Equipment	4	28	56	15	22	16	7	-	-	-	-	143
Facilities	1	5	25	2	1	2	3	3	-	-	-	41
Infrastructure	11	168	129	90	50	32	18	17	16	28	16	565
Technology	1	3	14	1	1	1	0.1	1	0.1	1	0.1	21
Vehicles	45	99	132	74	16	21	32	110	17	-	0.2	501
Rail Total	61	303	356	182	91	71	59	130	34	29	17	1,271
Corporate												
Equipment	0	1	4	-	-	-	-	-	-	-	-	5
Facilities	1	0.0	0.2	-	-	-	-	-	-	-	-	0.2
Infrastructure	238	76	16	-	5	5	5	5	-	-	-	112
Technology	6	26	20	21	20	20	16	16	17	17	17	189
Non-Revenue Vehicles	0	1.2	0.3	0.1	0.1	-	-	0.3	0.4	0.3	-	3
Corporate Total	246	104	40	21	25	25	21	21	17	17	17	309
TransLink-Owned Roads and Bridges												
TransLink-Owned Cycling	-	5	5	6	1	1	1	1	1	1	1	23
TransLink-Owned Roads and Bridges	-	10	14	26	5	-	-	-	-	-	-	55
TransLink-Owned Roads and Bridges Total	-	15	19	32	6	1	1	1	1	1	1	78
SCHEDULE 5 (CONT'D): CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS (\$ MILLIONS)												
CAPITAL INFRASTRUCTURE CONTRIBUTIONS		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)	0.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	15.5
New in this Plan	-	5.9	12.8	11.9	-	-	-	-	-	-	-	30.6
Total	0.6	7.6	14.3	13.5	1.6	1.6	1.6	1.6	1.6	1.6	1.6	46.3
Municipality-Owned Walking and Cycling Total	1	10	19	18	2	2	2	2	2	2	2	59
Municipality-Owned Roads												
MRN Pavement Rehab												
Previously committed	14	17	26	24	22	22	22	22	23	24	24	226
New in this Plan	-	0	4	3	3	4	4	4	5	5	5	36
Total	14	17	30	27	25	26	26	26	28	29	29	262
MRN Upgrades												
Previously committed (allocated to a specific project)	15	9	5	14	-	-	-	-	-	-	-	28
New in this Plan	-	22	21	8	-	-	-	-	-	-	-	52
Total	15	31	26	22	-	-	-	-	-	-	-	80
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	28	54	69	62	25	26	26	26	28	29	29	374
Total Capital Expenditures and Infrastructure Contributions	479	652	941	474	214	166	152	292	239	170	319	3,619

APPENDIX A: Schedules with development fee revenues

Updated

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	141	-	-	-	-	10	22	100	9	-	-
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/Millennium line Fleet Expansion	2017	214	91	60	59	4	-	-	-	-	-	-
Upgrades to Existing Rail Infrastructure												
Expo Line Burrard Station Upgrade	2017	61	1	9	20	20	10	-	-	-	-	-
SkyTrain OMC Upgrades	2017	50	1	14	15	15	5	-	-	-	-	-
Expo Line Guideway Seismic Upgrade	2020	53	-	-	-	3	10	10	10	10	10	-
Total Major Capital Project Gross Costs		1,290	138	269	156	42	35	32	192	139	78	209

APPENDIX A: Schedules with development fee revenues

SCHEDULE 8: REVENUE SOURCES (\$ MILLIONS)

Updated

	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total 2017-2026
Operating Revenues												
Transit Revenues												
Fare	522	546	574	603	631	653	678	701	724	745	766	6,620
Other Transit Revenues	20	20	21	21	22	22	22	23	23	24	24	222
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	396	388	388	389	390	390	391	391	392	393	393	3,905
Parking Rights Tax	67	70	71	73	74	75	76	77	78	79	80	753
Golden Ears Bridge Toll Revenue	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)	5	6	6	7	9	13	15	19	21	22	24	142
Provincial Operating Contribution	20	19	19	19	19	19	19	19	19	19	19	192
Miscellaneous Revenue (non- tax revenues)	6	5	5	5	5	5	6	6	6	6	6	56
Revenues Applied to Debt Service Costs												
Development Fee	-	-	-	-	10	15	20	20	20	21	21	127
Total Revenues	1,451	1,489	1,538	1,590	1,651	1,705	1,759	1,810	1,860	1,908	1,959	17,268

APPENDIX A: Schedules with development fee revenues

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

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

APPENDIX A: Schedules with development fee revenues

Updated

SCHEDULE 11: CAPITAL FUNDING CONTRIBUTIONS (\$ MILLIONS)												
CAPITAL FUNDING CONTRIBUTIONS (\$ MILLIONS)	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Federal												
Build Canada and others	9	9	-	-	-	-	-	-	-	-	-	9
Federal Public Transit Infrastructure Fund (PTIF)	-	146	190	32	2	0	-	-	-	-	-	370
Provincial												
Provincial Contribution to PTIF Projects	-	97	127	21	1	-	-	-	-	-	-	246
Provincial Contribution (Excluding PTIF)	23	18	-	-	-	-	-	-	-	-	-	18
Regional												
Greater Vancouver Regional Fund (GVRF)	133	62	267	103	40	26	26	87	119	59	188	977
Regional Proceeds From Sale of Assets	-	10	10	10	10	10	10	10	10	10	10	100
Other												
Other	1	1	1	1	1	1	1	1	1	1	1	7
Total Capital Funding Contributions	167	343	594	167	54	37	36	97	130	70	198	1,727

APPENDIX A: Schedules with development fee revenues

SCHEDULE 12: PROJECTS FUNDED BY THE PUBLIC TRANSIT INFRASTRUCTURE FUND (PTIF)		
PTIF PROJECT NUMBER	PROJECT	DETAILS
MV-001	South of Fraser Rapid Transit Planning and Design	Procurement readiness
MV-002	South of Fraser Rapid Transit Early Works - new bus exchanges, roadway and utility works	Upgrades to Guildford Exchange and Newton Exchange; roadway and utility works
MV-003	Millennium Line Extension (Broadway) Planning and Design	Procurement readiness
MV-004	Millennium Line Extension (Broadway) Early Works	Improvements to the existing SkyTrain maintenance/operations facilities
MV-005 MV-006	Rapid Transit Fleet Expansion – Expo and Millennium Lines	Procure 56 new SkyTrain cars
MV-007	Rapid Transit Fleet Expansion – Canada Line	Procure 22 new Canada Line cars
MV-008	Rapid Transit Fleet Expansion – West Coast Express	Procure 5 new West Coast Express cars and 1 new locomotive
MV-009	Rapid Transit Fleet Expansion – SeaBus	Procure 1 new SeaBus
MV-010	Rapid Transit Stations	Upgrade Expo/Millennium and Canada Line stations, including Burrard Station and Joyce-Collingwood Station (Phase 2)
MV-011	Bus Facilities and Exchanges	Improvements to transit exchanges, including Phibbs Exchange, Lonsdale Quay Bus Exchange, and Metrotown Bus Loop
MV-012	Multimodal Station Amenities	Construction of 8 bike parkades at Carvolth Exchange and Canada Line, Millennium Line Evergreen Extension, and West Coast Express stations
MV-013	Transit System Rehabilitation and Maintenance	Rehabilitation components across the SkyTrain network
MV-014	Bus Loop Rehabilitation	Rehabilitation improvements at various bus facility locations
MV-015	Information Technology	Upgrade of asset management software and IT infrastructure across the region

No Change

APPENDIX A: Schedules with development fee revenues

Updated

SCHEDULE 15: BORROWING (\$ MILLIONS)											
BORROWING	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Borrowing Limit	3,500	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000
Gross Direct Debt (Ending Balance)	3,040	3,214	3,363	3,582	3,662	3,688	3,690	3,854	3,872	3,817	3,636

APPENDIX A: Schedules with development fee revenues

SCHEDULE 16: RIDERSHIP FORECASTS

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

APPENDIX B: Schedules without development fee revenues

SCHEDULE 1: OPERATING EXPENDITURES (\$ MILLIONS)

Updated Schedule 1: Operating Expenditures (\$'Millions)

<i>Operating Expenditures</i>	<u>2016 Actual</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2017-2026</u>
Bus Division	657	691	722	747	775	796	817	837	857	876	894	8,011
Rail Division	266	300	308	324	335	343	350	357	362	367	375	3,422
Roads, Bridges, Cycling (does not include MRN Capital Funding)	49	53	52	53	54	55	56	57	58	60	61	560
TransLink Corporate	121	120	101	99	97	101	102	103	105	110	111	1,052
Transit Police	34	37	37	38	39	40	40	41	42	43	44	402
Total Operating Expenditures (Excluding Debt Service)	1,126	1,202	1,221	1,262	1,300	1,335	1,366	1,396	1,425	1,455	1,484	13,446
<i>Debt Service</i>												
Debt Service Costs	280	292	308	331	352	367	379	389	395	387	382	3,582
Total Operating Expenditures (Including Debt Service)	1,406	1,494	1,529	1,593	1,652	1,702	1,745	1,785	1,820	1,842	1,866	17,029

Note: Totals may not add due to rounding

APPENDIX B: Schedules without development fee revenues

SCHEDULE 2: CONVENTIONAL TRANSIT SERVICE LEVELS (THOUSANDS OF SERVICE HOURS)													
	2016 Budget	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Bus													
Previously committed	4,998	4,973	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	5,003	50,025
New in this Plan			132	293	343	396	396	396	396	396	396	396	3,546
Total	4,998	4,973	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	1,365	1,503	1,510	1,510	1,510	1,510	1,510	1,510	1,510	1,510	1,510	15,095
New in this Plan			74	111	172	213	227	234	234	234	234	234	1,967
Total	1,352	1,365	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	6,349	6,724	6,929	7,041	7,136	7,150	7,158	7,158	7,158	7,158	7,158	70,768

Updated

APPENDIX B: Schedules without development fee revenues

Updated

SCHEDULE 3: CUSTOM TRANSIT SERVICE LEVELS (THOUSANDS OF TRIPS)													
	2016 Budget	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
HandyDART Vehicle Trips Available													
Previously committed	1,100	1,095	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	11,000
New in this Plan			85	133	133	133	133	133	133	133	133	133	1,282
Total	1,100	1,095	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	132	102	102	102	102	102	102	102	102	102	102	1,020
New in this Plan	-		-	-	-	-	-	-	-	-	-	-	-
Total	102	132	102	102	102	102	102	102	102	102	102	102	1,020
Total Custom Transit Trips Available	1,202	1,227	1,287	1,335	1,335	1,335	1,335	1,335	1,335	1,335	1,335	1,335	13,302

APPENDIX B: Schedules without development fee revenues

SCHEDULE 5: CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS (\$ MILLIONS)												
CAPITAL EXPENDITURES	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Bus												
Equipment	2	5	35	15	-	-	-	-	-	-	-	55
Facilities	52	9	15	3	1	4	3	3	2	3	2	45
Infrastructure	9	69	74	38	29	16	20	13	13	14	18	305
Technology	1	2	4	4	-	-	-	-	-	-	-	10
Vehicles	80	81	309	99	35	21	21	95	142	76	233	1,113
Bus Total	144	166	437	158	66	41	44	112	158	94	253	1,528
Rail												
Equipment	4	28	56	15	22	16	7	-	-	-	-	143
Facilities	1	5	25	2	1	2	3	3	-	-	-	41
Infrastructure	11	168	129	90	50	32	18	17	16	28	16	565
Technology	1	3	14	1	1	1	0.1	1	0.1	1	0.1	21
Vehicles	45	99	132	74	16	21	32	110	17	-	0.2	501
Rail Total	61	303	356	182	91	71	59	130	34	29	17	1,271
Corporate												
Equipment	0	1	4	-	-	-	-	-	-	-	-	5
Facilities	1	0.0	0.2	-	-	-	-	-	-	-	-	0.2
Infrastructure	238	76	16	-	5	5	5	5	5	-	-	112
Technology	6	26	20	21	20	20	16	16	17	17	17	189
Non-Revenue Vehicles	0	1.2	0.3	0.1	0.1	-	-	0.3	0.4	0.3	-	3
Corporate Total	246	104	40	21	25	25	21	21	17	17	17	309
TransLink-Owned Roads and Bridges												
TransLink-Owned Cycling	-	5	5	6	1	1	1	1	1	1	1	23
TransLink-Owned Roads and Bridges	-	10	14	26	5	-	-	-	-	-	-	55
TransLink-Owned Roads and Bridges Total	-	15	19	32	6	1	1	1	1	1	1	78
SCHEDULE 5 (CONT'D): CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS (\$ MILLIONS)												
CAPITAL INFRASTRUCTURE CONTRIBUTIONS	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
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)	0.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	15.5
New in this Plan		5.9	12.8	11.9	-	-	-	-	-	-	-	30.6
Total	0.6	7.6	14.3	13.5	1.6	1.6	1.6	1.6	1.6	1.6	1.6	46.3
Municipality-Owned Walking and Cycling Total	1	10	19	18	2	2	2	2	2	2	2	59
Municipality-Owned Roads												
MRN Pavement Rehab												
Previously committed	14	17	26	24	22	22	22	22	23	24	24	226
New in this Plan	-	0	3	3	3	3	3	3	3	3	3	27
Total	14	17	29	27	25	25	25	25	26	27	27	253
MRN Upgrades												
Previously committed (allocated to a specific project)	15	9	5	14	-	-	-	-	-	-	-	28
New in this Plan	-	22	21	8	-	-	-	-	-	-	-	52
Total	15	31	26	22	-	-	-	-	-	-	-	80
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	28	54	69	62	25	25	25	25	26	27	27	365
Total Capital Expenditures and Infrastructure Contributions	479	652	940	474	214	165	151	291	237	169	317	3,610

APPENDIX B: Schedules without development fee revenues

Updated

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	141	-	-	-	-	10	22	100	9	-	-
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/Millennium line Fleet Expansion	2017	214	91	60	59	4	-	-	-	-	-	-
Upgrades to Existing Rail Infrastructure												
Expo Line Burrard Station Upgrade	2017	61	1	9	20	20	10	-	-	-	-	-
SkyTrain OMC Upgrades	2017	50	1	14	15	15	5	-	-	-	-	-
Expo Line Guideway Seismic Upgrade	2020	53	-	-	-	3	10	10	10	10	10	-
Total Major Capital Project Gross Costs		1,290	138	269	156	42	35	32	192	139	78	209

APPENDIX B: Schedules without development fee revenues

SCHEDULE 8: REVENUE SOURCES (\$ MILLIONS)												
	2016											Total
Operating Revenues	Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2017-2026
Transit Revenues												
Fare	522	546	574	600	626	647	670	691	713	734	755	6,554
Other Transit Revenues	20	20	21	21	22	22	22	23	23	24	24	222
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	396	388	388	389	390	390	391	391	392	393	393	3,905
Parking Rights Tax	67	70	71	73	74	75	76	77	78	79	80	753
Golden Ears Bridge Toll Revenue	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)	5	6	6	7	10	13	15	18	20	21	23	139
Provincial Operating Contribution	20	19	19	19	19	19	19	19	19	19	19	192
Miscellaneous Revenue (non-tax revenues)	6	5	5	5	5	5	6	6	6	6	6	56
Revenues Applied to Debt Service Costs												
Development Fee	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	1,451	1,489	1,538	1,586	1,636	1,683	1,731	1,780	1,828	1,876	1,925	17,072

APPENDIX B: Schedules without development fee revenues

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

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

APPENDIX B: Schedules without development fee revenues

Updated

SCHEDULE 11: CAPITAL FUNDING CONTRIBUTIONS (\$ MILLIONS)												
CAPITAL FUNDING CONTRIBUTIONS (\$ MILLIONS)	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL 2017-2026
Federal												
Build Canada	9	9	-	-	-	-	-	-	-	-	-	9
Federal Public Transit Infrastructure Fund (PTIF)	-	146	190	32	2	0	-	-	-	-	-	370
Provincial												
Provincial Contribution to PTIF Projects	-	97	127	21	1	-	-	-	-	-	-	246
Provincial Contribution (Excluding PTIF)	23	18	-	-	-	-	-	-	-	-	-	18
Regional												
Greater Vancouver Regional Fund (GVRF)	133	62	267	103	40	26	26	87	119	59	188	977
Regional Proceeds From Sale of Assets	-	10	10	10	10	10	10	10	10	10	10	100
Other	1	1	1	1	1	1	1	1	1	1	1	7
Total Capital Funding Contributions	167	343	594	167	54	37	36	97	130	70	198	1,727

APPENDIX B: Schedules without development fee revenues

SCHEDULE 12: PROJECTS FUNDED BY THE PUBLIC TRANSIT INFRASTRUCTURE FUND (PTIF)		
PTIF PROJECT NUMBER	PROJECT	DETAILS
MV-001	South of Fraser Rapid Transit Planning and Design	Procurement readiness
MV-002	South of Fraser Rapid Transit Early Works - new bus exchanges, roadway and utility works	Upgrades to Guildford Exchange and Newton Exchange; roadway and utility works
MV-003	Millennium Line Extension (Broadway) Planning and Design	Procurement readiness
MV-004	Millennium Line Extension (Broadway) Early Works	Improvements to the existing SkyTrain maintenance/operations facilities
MV-005 MV-006	Rapid Transit Fleet Expansion – Expo and Millennium Lines	Procure 56 new SkyTrain cars
MV-007	Rapid Transit Fleet Expansion – Canada Line	Procure 22 new Canada Line cars
MV-008	Rapid Transit Fleet Expansion – West Coast Express	Procure 5 new West Coast Express cars and 1 new locomotive
MV-009	Rapid Transit Fleet Expansion – SeaBus	Procure 1 new SeaBus
MV-010	Rapid Transit Stations	Upgrade Expo/Millennium and Canada Line stations, including Burrard Station and Joyce-Collingwood Station (Phase 2)
MV-011	Bus Facilities and Exchanges	Improvements to transit exchanges, including Phibbs Exchange, Lonsdale Quay Bus Exchange, and Metrotown Bus Loop
MV-012	Multimodal Station Amenities	Construction of 8 bike parkades at Carvolth Exchange and Canada Line, Millennium Line Evergreen Extension, and West Coast Express stations
MV-013	Transit System Rehabilitation and Maintenance	Rehabilitation components across the SkyTrain network
MV-014	Bus Loop Rehabilitation	Rehabilitation improvements at various bus facility locations
MV-015	Information Technology	Upgrade of asset management software and IT infrastructure across the region

No Change

APPENDIX B: Schedules without development fee revenues

Updated

SCHEDULE 15: BORROWING (\$ MILLIONS)											
BORROWING	2016 Actual	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Borrowing Limit	3,500	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000
Gross Direct Debt (Ending Balance)	3,040	3,214	3,363	3,582	3,661	3,686	3,687	3,851	3,866	3,810	3,626

APPENDIX B: Schedules without development fee revenues

SCHEDULE 16: RIDERSHIP FORECASTS

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

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

For the years ending 31 Dec.	<i>Actual</i>										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Financial assets											
Cash and investments	333,353	356,399	345,514	349,767	354,797	362,583	385,657	407,190	439,288	486,162	570,499
Accounts receivable	133,736	137,748	141,881	146,137	150,521	155,037	159,688	164,478	169,413	174,495	179,730
Loan receivable	325,313	310,197	250,734	190,009	127,997	64,670	-	-	-	-	-
Restricted cash and investments	504,295	559,717	623,110	611,814	637,155	714,900	854,621	943,466	1,041,453	1,016,696	1,113,999
Debt reserve deposits	35,049	32,944	29,740	28,373	29,073	27,069	24,561	25,169	23,369	22,007	11,268
	1,331,746	1,397,006	1,390,978	1,326,100	1,299,543	1,324,259	1,424,526	1,540,302	1,673,524	1,699,361	1,875,495
Liabilities											
Accounts payable and accrued liabilities	(270,041)	(275,442)	(280,951)	(286,570)	(292,301)	(298,147)	(304,110)	(310,192)	(316,396)	(322,724)	(329,178)
Debt	(2,347,266)	(2,568,006)	(2,783,107)	(2,991,585)	(3,011,433)	(3,041,148)	(3,063,959)	(3,172,961)	(3,197,314)	(3,087,729)	(3,128,985)
Deferred government transfers	(941,046)	(1,010,960)	(1,097,934)	(1,011,061)	(902,206)	(796,734)	(702,423)	(644,236)	(616,771)	(595,495)	(577,274)
Golden Ears Bridge contractor liability	(1,049,021)	(1,044,076)	(1,038,896)	(1,031,866)	(1,022,820)	(1,011,595)	(998,029)	(981,921)	(963,064)	(941,259)	(916,262)
Deferred concessionaire credit	(549,059)	(525,722)	(502,449)	(479,175)	(455,902)	(432,565)	(409,292)	(386,018)	(362,745)	(339,408)	(316,135)
Employee future benefits	(120,147)	(131,548)	(143,233)	(156,131)	(169,999)	(184,271)	(198,871)	(213,750)	(228,810)	(243,682)	(258,303)
Deferred lease inducements	(12,578)	(12,338)	(11,511)	(10,684)	(9,857)	(9,030)	(8,203)	(7,376)	(6,549)	(5,722)	(4,895)
	(5,289,158)	(5,568,092)	(5,858,080)	(5,967,073)	(5,864,519)	(5,773,489)	(5,684,887)	(5,716,455)	(5,691,649)	(5,536,020)	(5,531,033)
Net debt	(3,957,412)	(4,171,086)	(4,467,103)	(4,640,973)	(4,564,976)	(4,449,231)	(4,260,361)	(4,176,152)	(4,018,125)	(3,836,659)	(3,655,538)
Non-financial assets											
Tangible capital assets	4,867,996	5,131,428	5,667,810	5,906,411	5,870,546	5,778,989	5,610,556	5,585,618	5,517,465	5,386,619	5,406,885
Supplies inventory	61,831	63,686	65,597	67,564	69,591	71,679	73,829	76,044	78,326	80,675	83,096
Prepaid expenses	11,657	12,007	12,367	12,738	13,120	13,514	13,919	14,337	14,767	15,210	15,666
	4,941,484	5,207,120	5,745,774	5,986,713	5,953,257	5,864,182	5,698,304	5,675,999	5,610,557	5,482,505	5,505,647
Accumulated surplus¹	984,072	1,036,034	1,278,671	1,345,740	1,388,281	1,414,951	1,437,943	1,499,846	1,592,432	1,645,845	1,850,109

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

	<i>Actual</i>										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Revenue											
Taxation	825,670	836,342	854,801	873,570	902,201	926,571	951,698	972,831	994,795	1,017,638	1,041,395
<i>Fuel tax</i>	395,731	387,878	388,409	388,986	389,568	390,156	390,750	391,350	391,955	392,567	393,185
<i>Property tax</i>	324,496	339,332	355,882	372,678	389,323	406,683	424,790	443,676	463,374	483,922	505,354
<i>Parking Rights</i>	67,033	70,387	71,443	72,515	73,602	74,706	75,827	76,964	78,119	79,291	80,480
<i>Hydro levy</i>	20,450	20,745	21,067	21,391	21,708	22,025	22,331	22,641	22,945	23,252	23,564
<i>Replacement tax</i>	17,961	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000
<i>Development fee</i>	-	-	-	-	10,000	15,000	20,000	20,200	20,402	20,606	20,812
Transit	541,589	565,906	594,617	624,482	652,504	675,495	700,086	723,630	746,938	768,397	790,075
Government transfers	240,533	159,468	390,954	244,121	174,627	157,876	146,621	172,318	175,104	109,072	234,908
Golden Ears Bridge tolling	52,116	55,744	57,866	60,072	62,366	64,751	67,231	69,810	72,492	75,281	78,181
Investment income	40,567	48,288	48,098	46,411	50,517	56,553	59,599	63,723	71,480	75,637	78,961
Amortization of deferred concessionaire credit	23,337	23,337	23,273	23,273	23,273	23,337	23,273	23,273	23,273	23,337	23,273
Miscellaneous revenue	6,351	5,464	5,396	5,479	5,377	5,401	5,502	5,604	5,679	5,785	5,893
Sub Total Continuing Operations Revenue	1,730,162	1,694,549	1,975,006	1,877,408	1,870,865	1,909,984	1,954,011	2,031,190	2,089,763	2,075,146	2,252,686
Gain on disposal	422,183	(323)	-	-	-	-	-	-	-	-	-
Total Revenue (PSAB)	2,152,345	1,694,227	1,975,006	1,877,408	1,870,865	1,909,984	1,954,011	2,031,190	2,089,763	2,075,146	2,252,686
Expenditures											
Bus division	656,540	691,290	721,924	752,436	786,607	808,228	829,690	849,916	870,457	889,364	908,175
Corporate	73,277	101,158	98,499	98,104	99,509	101,560	103,543	105,676	107,739	109,959	112,105
Rail division	265,941	300,010	308,439	324,692	336,876	345,450	354,495	362,711	368,523	373,661	381,181
Roads and bridges	52,455	116,786	144,216	133,998	81,458	83,567	84,904	87,206	89,805	92,548	95,051
Transit Police	33,758	36,922	37,458	38,147	38,910	39,688	40,482	41,292	42,117	42,960	43,819
Amortization of tangible capital assets*	181,663	200,442	232,048	265,207	278,002	285,751	293,470	289,045	277,615	271,069	267,686
Interest*	172,705	176,367	187,127	196,422	206,962	216,995	223,360	233,441	240,922	240,097	239,331
Sub Total Continuing Operations Expenditures	1,436,340	1,622,975	1,729,711	1,809,006	1,828,324	1,881,239	1,929,943	1,969,286	1,997,177	2,019,658	2,047,348
Corporate - onetime expenditures	47,609	19,290	2,658	1,333	-	2,075	1,075	-	-	2,075	1,075
Total Expenditures (PSAB)	1,483,949	1,642,265	1,732,369	1,810,339	1,828,324	1,883,314	1,931,018	1,969,286	1,997,177	2,021,733	2,048,423
Surplus (Deficit) for the period (PSAB)	668,396	51,962	242,637	67,069	42,541	26,670	22,993	61,903	92,585	53,413	204,263
Accumulated Surplus¹, beginning of the year	315,676	984,072	1,036,034	1,278,671	1,345,740	1,388,281	1,414,951	1,437,943	1,499,846	1,592,432	1,645,845
Accumulated Surplus¹, end of the year	984,072	1,036,034	1,278,671	1,345,740	1,388,281	1,414,951	1,437,943	1,499,846	1,592,432	1,645,845	1,850,109

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)

	<i>Actual</i>										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
For the years ending 31 Dec.											
Cash provided by (used for):											
Operating transactions:											
Surplus for the year	668,396	51,962	242,637	67,069	42,541	26,670	22,993	61,903	92,585	53,413	204,263
Non-cash changes to operations:											
Amortization of capital assets	181,663	200,442	232,048	265,207	278,002	285,751	293,470	289,045	277,615	271,069	267,686
Amortization of bond issue costs	576	(34)	(100)	(279)	(261)	(613)	(634)	(646)	(577)	(736)	(786)
Amortization of debt issue costs	193	-	-	-	-	-	-	-	-	-	-
Amortization of Deferred Concessionaire credits	(23,337)	(23,337)	(23,273)	(23,273)	(23,273)	(23,337)	(23,273)	(23,273)	(23,273)	(23,337)	(23,273)
Amortization of deferred government transfers	(196,945)	(140,241)	(371,727)	(224,894)	(155,400)	(138,649)	(127,394)	(153,091)	(155,877)	(89,845)	(215,681)
Government transfers revenue - asset received	(23,261)	-	-	-	-	-	-	-	-	-	-
Write-down of capital assets/deferred lease inducements	(221)	(180)	(827)	(827)	(827)	(827)	(827)	(827)	(827)	(827)	(827)
Gain on disposal of Real Estate	(422,183)	323	-	-	-	-	-	-	-	-	-
Net change in contractor liability	-	66,633	67,838	67,447	66,931	66,279	65,480	64,524	63,395	62,083	60,571
Loan Receivables interest - transfer from restricted fund	-	(6,884)	(6,536)	(5,275)	(3,988)	(2,673)	(1,330)	-	-	-	-
Non-cash changes to operations	(483,516)	96,722	(102,578)	78,105	161,184	185,931	205,491	175,732	160,455	218,407	87,690
Changes in non-cash operating working capital	(338,298)	10,525	10,791	11,922	12,806	13,120	13,356	13,538	13,618	13,325	12,964
	(153,417)	159,209	150,850	157,096	216,531	225,721	241,840	251,173	266,658	285,146	304,917
Capital transactions:											
Net Proceed/(Purchase) for Real Estate Transactions	432,924	(323)	46,551	131,449	56,000	56,000	-	-	-	-	-
Purchase of capital assets (excluding MRN)	(421,886)	(463,873)	(768,431)	(503,808)	(242,137)	(194,194)	(125,036)	(264,107)	(209,461)	(140,224)	(287,952)
	11,038	(464,196)	(721,880)	(372,359)	(186,137)	(138,194)	(125,036)	(264,107)	(209,461)	(140,224)	(287,952)
Investing transactions:											
(Increase)/decrease in Self-administered sinking fund	-	(41,955)	(54,323)	(65,229)	(26,062)	(77,578)	(84,143)	(90,655)	(98,925)	24,183	(97,500)
(Increase)/decrease in Cash restricted	(3,286)	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Decrease/(increase) in debt reserve fund deposits	1,358	2,105	3,205	1,367	(700)	2,004	2,508	(608)	1,800	1,362	10,739
	(1,928)	(29,850)	(41,118)	(53,862)	(16,762)	(65,573)	(71,635)	(81,263)	(87,125)	35,545	(76,761)
Financing transactions:											
Short-term borrowing	120,000	-	-	-	-	-	-	-	-	-	-
Bonds issued	150,000	313,360	304,332	295,348	160,779	128,555	115,989	194,820	108,572	100,673	120,736
Premium on financing	24,021	-	-	-	-	-	-	-	-	-	-
Sinking Funds Maturities	-	129,535	138,800	50,000	-	66,200	80,000	-	65,000	-	280,000
Sinking Fund interest	(29,915)	(29,820)	(27,981)	(24,646)	(24,981)	(27,513)	(26,843)	(25,331)	(27,602)	(26,717)	(28,918)
Sinking Fund payments	(63,341)	(53,266)	(44,012)	(36,357)	(34,700)	(34,700)	(32,698)	(30,278)	(30,278)	(28,313)	(28,313)
Golden Ears Bridge contractor liability payment	(1,892)	(71,578)	(73,018)	(74,477)	(75,977)	(77,504)	(79,048)	(80,632)	(82,252)	(83,888)	(85,568)
Government transfers received for capital additions	6,925	208,230	456,368	135,071	41,953	26,436	25,698	86,714	119,349	59,144	187,657
Short-term debt repayments	-	(7,094)	(14,672)	(23,058)	(28,396)	(33,356)	(30,276)	(26,767)	(22,893)	(21,550)	(21,463)
Bonds matured	-	(131,940)	(141,266)	(52,529)	(52,593)	(68,859)	(82,727)	(2,797)	(67,868)	(132,941)	(280,000)
Payments received for Land Reserve net to unrestricted	-	457	2,712	4,026	5,313	6,573	7,807	-	-	-	-
	205,798	357,883	601,263	273,377	(8,602)	(14,167)	(22,096)	115,730	62,027	(133,593)	144,131
Increase/(decrease) in cash	61,491	23,046	(10,885)	4,253	5,030	7,787	23,073	21,533	32,099	46,874	84,336
Cash, beginning of period	271,862	333,353	356,399	345,514	349,767	354,797	362,583	385,657	407,190	439,288	486,162
Cash, end of period	333,353	356,399	345,514	349,767	354,797	362,583	385,657	407,190	439,288	486,162	570,499

Table 4A - Projected Borrowing Compared to Borrowing Limit and Select Financial Ratios

(in millions of dollars)

	<i>Actual</i>										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Opening Gross Direct Borrowing	2,827	3,040	3,214	3,363	3,582	3,662	3,688	3,690	3,854	3,872	3,817
Adjustments	-	-	-	-	-	-	-	-	-	-	-
Retirements/Other	(81)	(139)	(156)	(76)	(81)	(103)	(114)	(30)	(91)	(155)	(302)
Short term borrowings	120	-	-	-	-	-	-	-	-	-	-
Borrowing in Yr - Capital	174	313	304	295	161	129	116	195	109	101	121
Closing Gross Direct Borrowing	3,040	3,214	3,363	3,582	3,662	3,688	3,690	3,854	3,872	3,817	3,636
Less: Sinking funds	(857)	(853)	(840)	(917)	(1,002)	(1,076)	(1,140)	(1,286)	(1,378)	(1,408)	(1,283)
Less: Debt Reserve Funds	(35)	(33)	(30)	(28)	(29)	(27)	(25)	(25)	(23)	(22)	(11)
Closing Net Direct Borrowing	2,148	2,329	2,493	2,637	2,630	2,585	2,526	2,543	2,471	2,387	2,341
Deferred Concessionaire credits	549	526	502	479	456	433	409	386	363	339	316
Golden Ears Bridge contractor liability	1,049	1,044	1,039	1,032	1,023	1,012	998	982	963	941	916
Closing Net Borrowing	3,746	3,899	4,034	4,148	4,109	4,029	3,933	3,911	3,797	3,667	3,574
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)	146	652	988	605	270	222	152	292	239	170	319
Less: Sr Gov't Contributions	(2)	(332)	(584)	(156)	(43)	(26)	(26)	(87)	(119)	(59)	(188)
Less: Other Contributions	-	(6)	(100)	(154)	(66)	(67)	(11)	(11)	(11)	(11)	(11)
Net Expenditures	144	313	304	295	161	129	116	195	109	101	121
Add: Gross-up for Debt Reserve Fund	-	-	-	-	-	-	-	-	-	-	-
Net Borrowing amount for capital	144	313	304	295	161	129	116	195	109	101	121

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

		Actual										2017-2026	
		2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
CAPITAL													
Projects Approved or Underway		450,964	345,597	285,392	43,408	-	-	-	-	-	-	-	674,397
Bus													
Equipment		-	4,013	35,022	15,000	-	-	-	-	-	-	-	54,034
Facilities		-	6,757	14,980	2,650	1,400	3,800	2,555	3,155	2,450	2,855	2,451	43,052
Infrastructure	Exchange	-	27,906	61,212	24,791	13,204	-	-	-	-	-	-	127,113
	TOH	-	2,372	6,448	9,075	3,700	3,700	1,200	1,200	1,200	1,200	1,200	31,295
	Other	-	1,551	1,316	-	12,127	12,716	18,732	12,103	12,090	13,070	16,909	100,614
Technology	Applications	-	500	3,750	4,000	-	-	-	-	-	-	-	8,250
Technology	Other	-	1,079	18	-	-	-	-	-	-	-	-	1,097
Vehicles	Conventional Bus												
	Replace	-	-	62,381	16,343	24,389	1,141	-	81,705	120,318	67,561	208,905	582,743
	Expansion	-	4,797	79,744	59,448	-	-	-	-	-	-	-	143,989
	Community Shuttle												
	Replace	-	-	3,534	9,173	433	11,857	13,054	4,579	12,686	478	13,091	68,884
	Expansion	-	-	3,060	-	-	-	-	-	-	-	-	3,060
	Custom												
	Replace	-	-	5,730	6,231	6,367	6,495	6,624	6,757	6,892	7,030	9,501	61,628
	Expansion	-	-	2,851	2,237	-	-	-	-	-	-	-	5,088
	Seabus												
	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		-	49,802	283,424	150,519	65,681	41,179	43,705	111,708	157,726	93,614	253,097	1,250,454
Rail													
Equipment		-	14,684	48,012	14,163	21,842	16,285	6,685	-	-	-	-	121,671
Facilities		-	2,930	25,250	2,250	1,250	1,750	2,500	2,500	-	-	-	38,430
Infrastructure	Stations	-	15,852	31,917	20,600	20,450	10,000	-	-	-	-	-	98,819
	Wayside	-	1,716	17,434	23,650	6,697	-	-	-	-	-	-	49,498
	Other	-	47,027	51,092	41,500	23,333	21,980	17,766	16,954	16,330	27,930	16,330	280,242
Technology	Applications	-	-	3,240	-	-	-	-	-	-	-	-	3,240
	Other	-	1,418	10,577	606	1,100	600	100	600	100	600	100	15,802
Vehicles	Non-Revenue	-	-	905	500	625	1,780	765	405	-	-	225	5,205
	SkyTrain												
	Replace	-	-	-	4,200	10,080	19,000	28,900	107,600	16,950	-	-	186,730
	Expansion	-	35,367	3,607	58,873	3,753	-	-	-	-	-	-	101,600
	Canada Line												
	Expansion	-	44,000	44,000	-	-	-	-	-	-	-	-	88,000
	West Coast Express												
	Replace	-	-	-	1,500	1,500	1,500	1,500	1,500	-	-	-	7,500
	Expansion	-	10,500	10,500	-	-	-	-	-	-	-	-	21,000
Subtotal Rail		-	173,495	246,535	167,842	90,630	71,115	59,231	129,919	33,785	28,530	16,655	1,017,738
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	Applications	-	8,417	6,993	5,500	4,000	4,000	-	-	-	-	-	28,910
Technology	Infrastructure	-	4,050	4,185	-	-	-	-	-	-	-	-	8,235
Technology	Other	-	-	7,200	15,400	15,700	15,900	16,100	16,200	16,600	16,800	17,200	137,100
Vehicles	Non-Revenue	-	601	250	115	115	-	-	280	350	280	-	1,991
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	Bridges												
	Bridges	-	-	1,000	5,000	5,000	-	-	-	-	-	-	11,000
	Bridges	-	-	1,000	-	-	-	-	-	-	-	-	1,000
	Bridges	-	-	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	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Roads & Bridges		-	3,241	9,387	10,622	6,250	1,000	1,000	1,000	1,000	1,000	1,000	35,500
Capital Gross Cost		450,964	587,945	849,066	393,406	187,376	138,194	125,036	264,107	209,461	140,224	287,952	3,182,767

Table 5A: Capital Cash Flows - Projects Approved and Proposed

(in thousands of dollars)

		<i>Actual</i>										2017-2026	
		2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
CAPITAL INFRASTRUCTURE CONTRIBUTIONS													
Projects Approved or Underway		28,780	23,112	14,459	3,667	-	-	-	-	-	-	-	41,238
Road Network													
Infrastructure	BICCS	-	10,050	18,450	18,450	1,550	1,550	1,550	1,550	1,550	1,550	1,550	57,800
	MRN (Seismic & Upgrade)	-	16,500	33,000	33,000	-	-	-	-	-	-	-	82,500
	Pavement rehab	-	14,282	23,155	25,364	25,184	25,848	25,701	26,477	27,509	28,643	29,492	251,656
	Transit Related Road Infrastructure Program	-	-	3,000	-	-	-	-	-	-	-	-	3,000
Subtotal Road Network		-	63,944	92,064	80,481	26,734	27,398	27,251	28,027	29,059	30,193	31,042	436,194
Operating Subsidiaries and Contractors Minor Capital		-	-	-	-	-	-	-	-	-	-	-	-
Capital Infrastructure Contributions Gross Cost		28,780	63,944	92,064	80,481	26,734	27,398	27,251	28,027	29,059	30,193	31,042	436,194
Total Capital and Capital Infrastructure Contributions Gross Cost		479,744	651,889	941,130	473,887	214,110	165,592	152,287	292,135	238,521	170,417	318,994	3,618,961
Partnership Funding													
Federal	Build Canada Fund	(9,224)	(9,136)	-	-	-	-	-	-	-	-	-	(9,136)
Federal	PTIF	-	(146,461)	(189,773)	(31,890)	(1,877)	0	-	-	-	-	-	(370,000)
Regional	Federal Gas Tax	(133,344)	(61,769)	(266,595)	(103,181)	(40,076)	(26,436)	(25,698)	(86,714)	(119,349)	(59,144)	(187,657)	(976,620)
Provincial		(23,261)	(18,272)	-	-	-	-	-	-	-	-	-	(18,272)
Provincial	PTIF	-	(96,664)	(127,186)	(21,047)	(1,239)	-	-	-	-	-	-	(246,136)
Other		(902)	(11,113)	(10,936)	(10,609)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(106,858)
Total Partnership Funding		(166,731)	(343,415)	(594,491)	(166,727)	(53,791)	(37,036)	(36,298)	(97,314)	(129,949)	(69,744)	(198,257)	(1,727,022)
Total Net Cost		313,013	308,475	346,639	307,160	160,318	128,555	115,989	194,820	108,572	100,673	120,736	1,891,939

Table 7A - TransLink Financial Policies & Indicators

(in millions of dollars)

for the years ending 31 December	Actual										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Closing Gross Direct Borrowing (<\$4.0 Bn)	3,040	3,214	3,363	3,582	3,662	3,688	3,690	3,854	3,872	3,817	3,636
Net Debt (Closing Net Borrowing) ¹	3,746	3,899	4,034	4,148	4,109	4,029	3,933	3,911	3,797	3,667	3,574
Net Debt / Operating Revenues <300%	259%	263%	263%	262%	250%	238%	226%	218%	206%	194%	185%
Gross Interest / Operating Revenues <20%	12%	12%	12%	12%	13%	13%	13%	13%	13%	13%	12%
Net Debt per capita ⁴ <\$2,000	1,474	1,512	1,542	1,564	1,527	1,477	1,422	1,395	1,336	1,274	1,226
Accumulated Funding Resources (AFR) ²	333	356	346	350	355	363	386	407	439	486	570
AFR as a percentage of Total Funding Requirements ³	24%	24%	23%	22%	21%	21%	22%	23%	24%	26%	30%

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

2: AFR = Unrestricted Cash & Investments

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

4: Includes all Direct and Indirect Debt

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

For the years ending 31 Dec.	<i>Actuals</i>										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Financial assets											
Cash and investments	333,353	356,399	345,514	352,830	359,515	363,779	379,583	394,089	419,319	459,492	537,392
Accounts receivable	133,736	137,748	141,881	146,137	150,521	155,037	159,688	164,478	169,413	174,495	179,730
Loan receivable	325,313	310,197	250,734	190,009	127,997	64,670	-	-	-	-	-
Restricted cash and investments	504,295	559,717	623,110	611,814	637,147	714,868	854,540	943,298	1,041,154	1,016,207	1,113,248
Debt reserve deposits	35,049	32,944	29,740	28,373	29,073	27,069	24,561	25,169	23,369	22,007	11,268
	1,331,746	1,397,006	1,390,978	1,329,162	1,304,253	1,325,423	1,418,371	1,527,035	1,653,255	1,672,201	1,841,637
Liabilities											
Accounts payable and accrued liabilities	(270,041)	(275,442)	(280,951)	(286,570)	(292,301)	(298,147)	(304,110)	(310,192)	(316,396)	(322,724)	(329,178)
Debt	(2,347,266)	(2,568,006)	(2,783,107)	(2,991,352)	(3,010,723)	(3,039,704)	(3,061,513)	(3,169,229)	(3,192,002)	(3,080,526)	(3,119,567)
Deferred government transfers	(941,046)	(1,010,960)	(1,097,934)	(1,011,061)	(902,206)	(796,734)	(702,423)	(644,236)	(616,771)	(595,495)	(577,274)
Golden Ears Bridge contractor liability	(1,049,021)	(1,044,076)	(1,038,896)	(1,031,866)	(1,022,820)	(1,011,595)	(998,029)	(981,921)	(963,064)	(941,259)	(916,262)
Deferred concessionaire credit	(549,059)	(525,722)	(502,449)	(479,175)	(455,902)	(432,565)	(409,292)	(386,018)	(362,745)	(339,408)	(316,135)
Employee future benefits	(120,147)	(131,548)	(143,233)	(156,131)	(169,999)	(184,271)	(198,871)	(213,750)	(228,810)	(243,682)	(258,303)
Deferred lease inducements	(12,578)	(12,338)	(11,511)	(10,684)	(9,857)	(9,030)	(8,203)	(7,376)	(6,549)	(5,722)	(4,895)
	(5,289,158)	(5,568,092)	(5,858,080)	(5,966,840)	(5,863,809)	(5,772,046)	(5,682,441)	(5,712,723)	(5,686,336)	(5,528,817)	(5,521,615)
Net debt	(3,957,412)	(4,171,086)	(4,467,103)	(4,637,677)	(4,559,556)	(4,446,623)	(4,264,069)	(4,185,689)	(4,033,081)	(3,856,616)	(3,679,978)
Non-financial assets											
Tangible capital assets	4,867,996	5,131,428	5,667,810	5,906,411	5,870,546	5,778,989	5,610,556	5,585,618	5,517,465	5,386,619	5,406,885
Supplies inventory	61,831	63,686	65,597	67,564	69,591	71,679	73,829	76,044	78,326	80,675	83,096
Prepaid expenses	11,657	12,007	12,367	12,738	13,120	13,514	13,919	14,337	14,767	15,210	15,666
	4,941,484	5,207,120	5,745,774	5,986,713	5,953,257	5,864,182	5,698,304	5,675,999	5,610,557	5,482,505	5,505,647
Accumulated surplus¹	984,072	1,036,034	1,278,671	1,349,036	1,393,702	1,417,558	1,434,235	1,490,310	1,577,476	1,625,889	1,825,669

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)

	<i>Actual</i>										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Revenue											
Taxation	825,670	836,342	854,801	873,570	892,201	911,571	931,698	952,631	974,393	997,032	1,020,583
<i>Fuel tax</i>	395,731	387,878	388,409	388,986	389,568	390,156	390,750	391,350	391,955	392,567	393,185
<i>Property tax</i>	324,496	339,332	355,882	372,678	389,323	406,683	424,790	443,676	463,374	483,922	505,354
<i>Parking sales tax</i>	67,033	70,387	71,443	72,515	73,602	74,706	75,827	76,964	78,119	79,291	80,480
<i>Hydro levy</i>	20,450	20,745	21,067	21,391	21,708	22,025	22,331	22,641	22,945	23,252	23,564
<i>Replacement tax</i>	17,961	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000
<i>Development fee</i>	-	-	-	-	-	-	-	-	-	-	-
Transit	541,589	565,906	594,617	620,941	647,146	669,099	692,047	713,866	736,470	757,552	778,837
<i>Fares</i>	522,285	545,554	573,866	599,783	625,573	647,101	669,618	690,997	713,151	733,775	754,593
<i>Other transit</i>	19,304	20,352	20,751	21,158	21,573	21,998	22,429	22,869	23,319	23,777	24,244
Government transfers	240,533	159,468	390,954	244,121	174,627	157,876	146,621	172,318	175,104	109,072	234,908
Golden Ears Bridge tolling	52,116	55,744	57,866	60,072	62,366	64,751	67,231	69,810	72,492	75,281	78,181
Investment income	40,567	48,288	48,098	46,433	50,605	56,648	59,514	63,367	70,825	74,710	77,769
Amortization of deferred concessionaire credit	23,337	23,337	23,273	23,273	23,273	23,337	23,273	23,273	23,273	23,337	23,273
Miscellaneous revenue	6,351	5,464	5,396	5,479	5,377	5,401	5,502	5,604	5,679	5,785	5,893
Sub Total Continuing Operations Revenue	1,730,162	1,694,549	1,975,006	1,873,890	1,855,596	1,888,684	1,925,886	2,000,869	2,058,237	2,042,769	2,219,445
Gain on disposal	422,183	(323)	-	-	-	-	-	-	-	-	-
Total Revenue (PSAB)	2,152,345	1,694,227	1,975,006	1,873,890	1,855,596	1,888,684	1,925,886	2,000,869	2,058,237	2,042,769	2,219,445
Expenditures											
Bus division	656,540	691,290	721,924	747,148	774,521	795,781	816,887	836,784	856,990	875,599	894,115
Corporate	73,277	101,158	98,499	98,104	97,387	99,395	101,334	103,424	105,441	107,615	109,715
Rail division	265,941	300,010	308,439	323,730	334,910	343,441	350,261	356,913	362,293	367,361	374,752
Roads and bridges	52,455	116,786	144,216	133,440	80,260	81,752	82,442	84,065	85,953	87,952	89,675
Transit Police	33,758	36,922	37,458	38,147	38,910	39,688	40,482	41,292	42,117	42,960	43,819
Amortization of tangible capital assets*	181,663	200,442	232,048	265,207	278,002	285,751	293,470	289,045	277,615	271,069	267,686
Interest*	172,705	176,367	187,127	196,417	206,941	216,943	223,258	233,271	240,662	239,726	238,828
Sub Total Continuing Operations Expenditures	1,436,340	1,622,975	1,729,711	1,802,193	1,810,930	1,862,752	1,908,134	1,944,794	1,971,071	1,992,282	2,018,589
Corporate - onetime expenditures	47,609	19,290	2,658	1,333	-	2,075	1,075	-	-	2,075	1,075
Total Expenditures (PSAB)	1,483,949	1,642,265	1,732,369	1,803,526	1,810,930	1,864,827	1,909,209	1,944,794	1,971,071	1,994,357	2,019,664
Surplus (Deficit) for the period (PSAB)	668,396	51,962	242,637	70,365	44,666	23,857	16,676	56,076	87,166	48,413	199,780
Accumulated Surplus¹, beginning of the year	315,676	984,072	1,036,034	1,278,671	1,349,036	1,393,702	1,417,558	1,434,235	1,490,310	1,577,476	1,625,889
Accumulated Surplus¹, end of the year	984,072	1,036,034	1,278,671	1,349,036	1,393,702	1,417,558	1,434,235	1,490,310	1,577,476	1,625,889	1,825,669

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

	<i>Actual</i>										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
For the years ending 31 Dec.											
Cash provided by (used for):											
Operating transactions:											
Surplus for the year	668,396	51,962	242,637	70,365	44,666	23,857	16,676	56,076	87,166	48,413	199,780
Non-cash changes to operations:											
Amortization of capital assets	181,663	200,442	232,048	265,207	278,002	285,751	293,470	289,045	277,615	271,069	267,686
Amortization of bond issue costs	576	(34)	(100)	(279)	(261)	(613)	(634)	(646)	(577)	(736)	(786)
Amortization of debt issue costs	193	-	-	-	-	-	-	-	-	-	-
Amortization of Deferred Concessionaire credits	(23,337)	(23,337)	(23,273)	(23,273)	(23,273)	(23,337)	(23,273)	(23,273)	(23,273)	(23,337)	(23,273)
Amortization of deferred government transfers	(196,945)	(140,241)	(371,727)	(224,894)	(155,400)	(138,649)	(127,394)	(153,091)	(155,877)	(89,845)	(215,681)
Government transfers revenue - asset received	(23,261)	-	-	-	-	-	-	-	-	-	-
Write-down of capital assets/deferred lease inducements	(221)	(180)	(827)	(827)	(827)	(827)	(827)	(827)	(827)	(827)	(827)
Gain on disposal of Real Estate	(422,183)	323	-	-	-	-	-	-	-	-	-
Net change in contractor liability	-	66,633	67,838	67,447	66,931	66,279	65,480	64,524	63,395	62,083	60,571
Loan Receivables interest - transfer from restricted fund	-	(6,884)	(6,536)	(5,275)	(3,988)	(2,673)	(1,330)	-	-	-	-
Non-cash changes to operations	(483,516)	96,722	(102,578)	78,105	161,184	185,931	205,491	175,732	160,455	218,407	87,690
Changes in non-cash operating working capital	(338,298)	10,525	10,791	11,922	12,806	13,120	13,356	13,538	13,618	13,325	12,964
	(153,417)	159,209	150,850	160,392	218,656	222,908	235,523	245,345	261,239	280,145	300,434
Capital transactions:											
Net Proceed/(Purchase) for Real Estate Transactions	432,924	(323)	46,551	131,449	56,000	56,000	-	-	-	-	-
Purchase of capital assets (excluding MRN)	(421,886)	(463,873)	(768,431)	(503,808)	(242,137)	(194,194)	(125,036)	(264,107)	(209,461)	(140,224)	(287,952)
	11,038	(464,196)	(721,880)	(372,359)	(186,137)	(138,194)	(125,036)	(264,107)	(209,461)	(140,224)	(287,952)
Investing transactions:											
(Increase)/decrease in Self-administered sinking fund	-	(41,955)	(54,323)	(65,229)	(26,054)	(77,553)	(84,093)	(90,569)	(98,793)	24,373	(97,239)
(Increase)/decrease in Cash- restricted Intra	(3,286)	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Decrease/(increase) in debt reserve fund deposits	1,358	2,105	3,205	1,367	(700)	2,004	2,508	(608)	1,800	1,362	10,739
	(1,928)	(29,850)	(41,118)	(53,862)	(16,754)	(65,549)	(71,585)	(81,177)	(86,993)	35,735	(76,499)
Financing transactions:											
Short-term borrowing	120,000	-	-	-	-	-	-	-	-	-	-
Bonds issued	150,000	313,360	304,332	295,115	160,302	127,822	114,987	193,535	106,991	98,782	118,521
Premium on financing	24,021	-	-	-	-	66,200	80,000	-	65,000	-	280,000
Sinking Funds Maturities	-	129,535	138,800	50,000	-	-	-	-	-	-	-
Sinking Fund interest	(29,915)	(29,820)	(27,981)	(24,646)	(24,981)	(27,513)	(26,843)	(25,331)	(27,602)	(26,717)	(28,918)
Sinking Fund payments	(63,341)	(53,266)	(44,012)	(36,357)	(34,700)	(34,700)	(32,698)	(30,278)	(30,278)	(28,313)	(28,313)
Golden Ears Bridge contractor liability payment	(1,892)	(71,578)	(73,018)	(74,477)	(75,977)	(77,504)	(79,048)	(80,632)	(82,252)	(83,888)	(85,568)
Government transfers received for capital additions	6,925	208,230	456,368	135,071	41,953	26,436	25,698	86,714	119,349	59,144	187,657
Short-term debt repayments	-	(7,094)	(14,672)	(23,058)	(28,396)	(33,356)	(30,276)	(26,767)	(22,893)	(21,550)	(21,463)
Bonds matured	-	(131,940)	(141,266)	(52,529)	(52,593)	(68,859)	(82,727)	(2,797)	(67,868)	(132,941)	(280,000)
Payments received for Land Reserve net to unrestricted	-	457	2,712	4,026	5,313	6,573	7,807	-	-	-	-
	205,798	357,883	601,263	273,145	(9,079)	(14,901)	(23,098)	114,445	60,446	(135,483)	141,916
Increase/(decrease) in cash	61,491	23,046	(10,885)	7,316	6,685	4,264	15,804	14,506	25,230	40,173	77,899
Cash, beginning of period	271,862	333,353	356,399	345,514	352,830	359,515	363,779	379,583	394,089	419,319	459,492
Cash, end of period	333,353	356,399	345,514	352,830	359,515	363,779	379,583	394,089	419,319	459,492	537,392

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

	<i>Actual</i>										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Opening Gross Direct Borrowing	2,827	3,040	3,214	3,363	3,582	3,661	3,686	3,687	3,851	3,866	3,810
Adjustments	-	-	-	-	-	-	-	-	-	-	-
Retirements/Other	(81)	(139)	(156)	(76)	(81)	(103)	(114)	(30)	(91)	(155)	(302)
Short term borrowings	120	-	-	-	-	-	-	-	-	-	-
Borrowing in Yr - Capital	174	313	304	295	160	128	115	194	107	99	119
Closing Gross Direct Borrowing	3,040	3,214	3,363	3,582	3,661	3,686	3,687	3,851	3,866	3,810	3,626
Less: Sinking funds	(857)	(853)	(840)	(917)	(1,002)	(1,076)	(1,139)	(1,286)	(1,377)	(1,408)	(1,282)
Less: Debt Reserve Funds	(35)	(33)	(30)	(28)	(29)	(27)	(25)	(25)	(23)	(22)	(11)
Closing Net Direct Borrowing	2,148	2,329	2,493	2,637	2,630	2,583	2,523	2,540	2,466	2,380	2,332
Deferred Concessionaire credits	549	526	502	479	456	433	409	386	363	339	316
Golden Ears Bridge contractor liability	1,049	1,044	1,039	1,032	1,023	1,012	998	982	963	941	916
Closing Net Borrowing	3,746	3,899	4,034	4,148	4,108	4,027	3,931	3,908	3,792	3,661	3,565
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)	146	652	988	605	270	221	151	291	237	169	317
Less: Sr Gov't Contributions	(2)	(332)	(584)	(156)	(43)	(26)	(26)	(87)	(119)	(59)	(188)
Less: Other Contributions	-	(6)	(100)	(154)	(66)	(67)	(11)	(11)	(11)	(11)	(11)
Net Expenditures	144	313	304	295	160	128	115	194	107	99	119
Add: Gross-up for Debt Reserve Fund	-	-	-	-	-	-	-	-	-	-	-
Net Borrowing amount for capital	144	313	304	295	160	128	115	194	107	99	119

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

(in thousands of dollars)

			<i>Actual</i>									2017-2026		
			2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
CAPITAL														
Projects Approved or Underway			450,964	345,597	285,392	43,408	-	-	-	-	-	-	-	674,397
Bus														
Equipment			-	4,013	35,022	15,000	-	-	-	-	-	-	-	54,034
Facilities			-	6,757	14,980	2,650	1,400	3,800	2,555	3,155	2,450	2,855	2,451	43,052
Infrastructure	Exchange		-	27,906	61,212	24,791	13,204	-	-	-	-	-	-	127,113
	TOH		-	2,372	6,448	9,075	3,700	3,700	1,200	1,200	1,200	1,200	1,200	31,295
	Other		-	1,551	1,316	-	12,127	12,716	18,732	12,103	12,090	13,070	16,909	100,614
Technology	Applications		-	500	3,750	4,000	-	-	-	-	-	-	-	8,250
Technology			-	1,079	18	-	-	-	-	-	-	-	-	1,097
Vehicles	Conventional Bus	Replace	-	-	62,381	16,343	24,389	1,141	-	81,705	120,318	67,561	208,905	582,743
		Expansion	-	4,797	79,744	59,448	-	-	-	-	-	-	-	143,989
	Community Shuttle	Replace	-	-	3,534	9,173	433	11,857	13,054	4,579	12,686	478	13,091	68,884
		Expansion	-	-	3,060	-	-	-	-	-	-	-	-	3,060
	Custom	Replace	-	-	5,730	6,231	6,367	6,495	6,624	6,757	6,892	7,030	9,501	61,628
		Expansion	-	-	2,851	2,237	-	-	-	-	-	-	-	5,088
	Seabus	Expansion	-	-	-	-	-	-	-	-	-	-	-	-
	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			-	49,802	283,424	150,519	65,681	41,179	43,705	111,708	157,726	93,614	253,097	1,250,454
Rail														
Equipment			-	14,684	48,012	14,163	21,842	16,285	6,685	-	-	-	-	121,671
Facilities			-	2,930	25,250	2,250	1,250	1,750	2,500	2,500	-	-	-	38,430
Infrastructure	Stations		-	15,852	31,917	20,600	20,450	10,000	-	-	-	-	-	98,819
	Wayside		-	1,716	17,434	23,650	6,697	-	-	-	-	-	-	49,498
	Other		-	47,027	51,092	41,500	23,333	21,980	17,766	16,954	16,330	27,930	16,330	280,242
Technology	Applications		-	-	3,240	-	-	-	-	-	-	-	-	3,240
	Other		-	1,418	10,577	606	1,100	600	100	600	100	600	100	15,802
Vehicles	Non-Revenue		-	-	905	500	625	-	1,780	765	405	-	225	5,205
	SkyTrain	Replace	-	-	-	4,200	10,080	19,000	28,900	107,600	16,950	-	-	186,730
		Expansion	-	35,367	3,607	58,873	3,753	-	-	-	-	-	-	101,600
	Canada Line	Expansion	-	44,000	44,000	-	-	-	-	-	-	-	-	88,000
	West Coast Express	Replace	-	-	-	1,500	1,500	1,500	1,500	1,500	-	-	-	7,500
		Expansion	-	10,500	10,500	-	-	-	-	-	-	-	-	21,000
Subtotal Rail			-	173,495	246,535	167,842	90,630	71,115	59,231	129,919	33,785	28,530	16,655	1,017,738
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	Applications		-	8,417	6,993	5,500	4,000	4,000	-	-	-	-	-	28,910
Technology	Infrastructure		-	4,050	4,185	-	-	-	-	-	-	-	-	8,235
Technology	Other		-	-	7,200	15,400	15,700	15,900	16,100	16,200	16,600	16,800	17,200	137,100
Vehicles	Non-Revenue		-	601	250	115	115	-	-	280	350	280	-	1,991
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	Bridges	Knight Street	-	-	1,000	5,000	5,000	-	-	-	-	-	-	11,000
	Bridges	Pattullo	-	-	1,000	-	-	-	-	-	-	-	-	1,000
	Bridges	Other	-	-	2,000	-	-	-	-	-	-	-	-	2,000
	BikeProgram	TL Owned	-	3,241	5,387	5,622	1,250	1,000	1,000	1,000	1,000	1,000	1,000	21,500
	Walking Program		-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Roads & Bridges			-	3,241	9,387	10,622	6,250	1,000	1,000	1,000	1,000	1,000	1,000	35,500
Capital Gross Cost			450,964	587,945	849,066	393,406	187,376	138,194	125,036	264,107	209,461	140,224	287,952	3,182,767

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

(in thousands of dollars)

		<i>Actual</i>										2017-2026	
		2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
CAPITAL INFRASTRUCTURE CONTRIBUTIONS													
Projects Approved or Underway		28,780	23,112	14,459	3,667	-	-	-	-	-	-	-	41,238
Road Network													
Infrastructure	BICCS	-	10,050	18,450	18,450	1,550	1,550	1,550	1,550	1,550	1,550	1,550	57,800
	MRN (Seismic & Upgrade)	-	16,500	33,000	33,000	-	-	-	-	-	-	-	82,500
	Pavement rehab	-	14,282	23,155	25,131	24,707	25,114	24,698	25,192	25,929	26,753	27,277	242,237
	Transit Related Road Infrastructure Program	-	-	3,000	-	-	-	-	-	-	-	-	3,000
Subtotal Road Network		-	63,944	92,064	80,248	26,257	26,664	26,248	26,742	27,479	28,303	28,827	426,775
Operating Subsidiaries and Contractors Minor Capital		-	-	-	-	-	-	-	-	-	-	-	-
Capital Infrastructure Contributions Gross Cost		28,780	63,944	92,064	80,248	26,257	26,664	26,248	26,742	27,479	28,303	28,827	426,775
Total Capital and Capital Infrastructure Contributions Gross Cost		479,744	651,889	941,130	473,654	213,633	164,858	151,284	290,849	236,940	168,526	316,779	3,609,543
Partnership Funding													
Federal	Build Canada Fund	(9,224)	(9,136)	-	-	-	-	-	-	-	-	-	(9,136)
Federal	PTIF	-	(146,461)	(189,773)	(31,890)	(1,877)	0	-	-	-	-	-	(370,000)
Regional	Federal Gas Tax	(133,344)	(61,769)	(266,595)	(103,181)	(40,076)	(26,436)	(25,698)	(86,714)	(119,349)	(59,144)	(187,657)	(976,620)
Provincial		(23,261)	(18,272)	-	-	-	-	-	-	-	-	-	(18,272)
Provincial	PTIF	-	(96,664)	(127,186)	(21,047)	(1,239)	-	-	-	-	-	-	(246,136)
Other		(902)	(11,113)	(10,936)	(10,609)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(10,600)	(106,858)
Total Partnership Funding		(166,731)	(343,415)	(594,490)	(166,727)	(53,792)	(37,036)	(36,298)	(97,314)	(129,949)	(69,744)	(198,257)	(1,727,022)
Total Net Cost		313,013	308,475	346,640	306,928	159,841	127,822	114,987	193,535	106,991	98,782	118,521	1,882,521

Table 7B - TransLink Financial Policies & Indicators (No Development Fee)

(in millions of dollars)

for the years ending 31 December	Actual										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Closing Gross Direct Borrowing (<\$4.0 Bn)	3,040	3,214	3,363	3,582	3,661	3,686	3,687	3,851	3,866	3,810	3,626
Net Debt (Closing Net Borrowing) ¹	3,746	3,899	4,034	4,148	4,108	4,027	3,931	3,908	3,792	3,661	3,565
Net Debt / Operating Revenues <300%	259%	263%	263%	263%	253%	241%	229%	222%	210%	197%	187%
Gross Interest / Operating Revenues <20%	12%	12%	12%	12%	13%	13%	13%	13%	13%	13%	13%
Net Debt per capita ⁴ <\$2,000	1,474	1,512	1,542	1,564	1,527	1,476	1,421	1,394	1,335	1,272	1,223
Accumulated Funding Resources (AFR) ²	333	356	346	353	360	364	380	394	419	459	537
AFR as a percentage of Total Funding Requirements ³	24%	24%	23%	22%	22%	21%	22%	22%	23%	25%	29%

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

2: AFR = Unrestricted Cash & Investments

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

4: Includes all Direct and Indirect Debt

**2017 INVESTMENT PLAN
ASSOCIATED BYLAWS AND RESOLUTIONS**

Section 1	Current and Proposed Transit Tariff Bylaws
Section 2	Proposed Property Tax Bylaws
Section 3	Proposed Replacement Tax Bylaws
Section 4	Current Parking Sales Tax Bylaw
Section 5	Current Motor Fuel Tax Bylaw
Section 6	Current Golden Ears Bridge Tolling Bylaw
Section 7	Current Power Levy Bylaw
Section 8	Current and Proposed Borrowing Resolutions

SECTION 1 – CURRENT AND PROPOSED TRANSIT TARIFF BYLAWS

CURRENT TRANSIT TARIFF BYLAW

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
BYLAW NUMBER 111-2016

A bylaw to amend the South Coast British Columbia Transportation Authority
2013 Tariff Bylaw Number 87-2013

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

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

1. This By-law may be cited as the “South Coast British Columbia Transportation Authority Bylaw Number 111-2016.”
2. The South Coast British Columbia Transportation Authority 2013 Tariff Bylaw Number 87-2013 is amended as follows:

- (a) Part A – Definitions is amended to delete “Student” in the definition of “Adult” and replace it with “Youth”;
- (b) Part A – Definitions is amended to delete in its entirety each of the definitions of “BC Transit Government Bus Pass Holder”, “GoCard” and “Student”;
- (c) Part A – Definitions is amended to delete subsection (ii) of the definition of “U-Pass BC Student” and replace it with the following:

“(ii) has been issued a valid student card from such post-secondary educational institution, and displays such valid student card, together with valid government issued photo identification if there is no photograph on the student card; and”;

- (d) Part A – Definitions is amended to insert the following immediately after the definition of “WCE Service”:

“**Youth** Person who:

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

provincial or state government agency showing age or date of birth.”;

- (e) Part B – Terms & Conditions is amended to add “and/or as otherwise required by this Tariff” at the end of Section 6(b);
- (f) Part B – Terms & Conditions is amended to delete “; or” at the end of Section 7(a)(iii) and replace it with “.”;
- (g) Part B – Terms & Conditions is amended to delete Section 8(d) in its entirety and to renumber Sections 8(e) and 8(f) as Sections 8(d) and 8(e), respectively;
- (h) Appendix “1” – Fare Zones is amended to delete under “**Conventional Transit**”, **Zone 2**”:

“Common Fare Zone on North Road for bus stops located between Cottonwood Avenue and Highway #1
Annacis Island (common zone for trips as described below “***Suburban Zone Boundary (Zones 2 and 3)***”);

and to replace it with:

“Annacis Island (“***Suburban Zone Boundary (Zones 2 and 3)***”); and

- (i) Appendix “2” – Fare Media: Fares and Proof of Payment attached to this Bylaw as Schedule 1 replaces the Appendix “2” attached to the South Coast British Columbia Transportation Authority 2013 Tariff Bylaw Number 87-2013.

3. This Bylaw comes into force and takes effect on September 1, 2016.

READ A FIRST, SECOND AND THIRD TIME this 24th day of August, 2016.

RECONSIDERED, PASSED AND FINALLY ADOPTED this 24th day of August, 2016.

Original signed by Don Rose, Board Chair

Don Rose, Chair

Original signed by Jennifer Breeze, Acting General Counsel and Corporate Secretary

Gigi Chen-Kuo, General Counsel and Corporate Secretary

APPENDIX "2" – FARE MEDIA: FARES AND PROOF OF PAYMENT

Table "1" – Cash Fares and Proof of Payment

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Conventional Transit (3 Zones)									
Canadian National Institute for the Blind (CNIB) Pass on Compass Card*	Person with vision impairment who holds a CNIB Pass and displays valid identification	N/A		No	Valid for unlimited travel through all Zones			Not valid	No Add-Fare required
DayPass (Adult) on Compass Card* or Compass Ticket* (on specified date)	Purchaser who holds a valid DayPass (Adult)	All Zones – fare of \$9.75		No	Valid for unlimited travel through all Zones		\$2.75 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Add-Fare required**
DayPass (Concession) on Compass Card* or Compass Ticket* (on specified date)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid DayPass (Concession)	All Zones – fare of \$7.50		No	Valid for unlimited travel through all Zones		\$1.75 credit toward WCE applicable fare	Not valid	Add-Fare required**
Employee Pass on Compass Card* (until revoked or expired)	Employee Pass Holder who holds a valid Employee Pass	N/A		No	Valid for unlimited travel through all Zones			Valid for an Eligible HandyDART User	No Add-Fare required

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

Exit Ticket* (45 min. Transfer Time, - 120 min. In-System Time)	Purchaser who holds a valid Exit Ticket to exit a Fare Paid Zone	\$5.50	\$2.75	No	Valid for unlimited travel through all Zones during the Hours paid for	\$2.75 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Add-Fare required**	
FareCard* – Adult (calendar month)	Eligible HandyDART User who displays a valid Adult FareCard	Conventional Bus and HandyDART: All Zones (1 Zone FareCard) - \$91 per month Conventional Bus and HandyDART: 2 Zone FareCard - \$124 per month 3 Zone FareCard - \$170 per month (Available for purchase by Eligible HandyDART Users who may wish to transfer to Conventional Transit and travel more than one zone on Conventional SkyTrain and SeaBus – see Section 9(c), Part B of the Tariff).		Yes	Valid for unlimited travel through all Zones	Not valid****	Not valid****	For an Eligible HandyDART User, valid in all HandyDART Zones	Not Valid

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

FareSaver – Adult FareSaver* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Purchaser who displays a valid Adult FareSaver that has been validated	Conventional Bus and HandyDART: All Zones (1 Zone FareSaver) - 1 yellow ticket (book of 10, \$21)	No	Valid for unlimited travel through all Zones during the Hours paid for	Not valid****	Not valid****	For an Eligible HandyDART User, valid in all HandyDART Zones	Not Valid
		Conventional Bus and HandyDART: 2 Zone FareSaver - 1 red ticket (book of 10, \$31.50) 3 Zone FareSaver - 1 green ticket (book of 10, \$42) (No longer available for sale to the general public but accepted as valid Proof of Payment on Conventional Bus and for Eligible HandyDART Users on HandyDART. Available for purchase by Eligible HandyDART Users who may wish to transfer to Conventional SkyTrain and SeaBus and travel more than one zone – see Section 9(c), Part B of the Tariff).						
FareSaver – Concession FareSaver* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who displays a valid Concession FareSaver that has been validated	Conventional Bus: All Zones – 1 brown ticket (book of 10, \$17.50)	No	Valid for unlimited travel through all Zones during the Hours paid for	Not valid	Not valid	Not valid	Not Valid

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

Government Bus Pass on Compass Card*	Eligible person, as determined by the Province of BC, who holds a valid Government Bus Pass issued by TransLink with valid identification	Purchased by the Province of BC from TransLink and sold directly to eligible persons by the Province, at a user cost determined by the Province		No	Valid for unlimited travel through all Zones		Eligible for WCE Concession fare	Not valid	No Add-Fare required
Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid Monthly Pass (Adult)	Conventional Bus: All Zones - \$91 per month	Conventional Bus: All Zones - \$91 per month	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through 1 Zone	\$2.75 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	No Add-Fare required
		Conventional SkyTrain and SeaBus: 1 Zone - \$91 2 Zones - \$124 3 Zones - \$170 per month	Conventional SkyTrain and SeaBus: All Zones - \$91 per month			Valid for unlimited travel through the number of Zones paid for			
Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid Monthly Pass (Concession)	All Zones - \$52.00 per month		Yes	Valid for unlimited travel through all Zones		\$1.75 credit toward WCE applicable fare	Not valid	No Add-Fare required
MultiPass on Compass Card* or Compass Ticket* (specified dates)	Members of delegations with a specific business interest in transit matters or officials of other transit agencies, all as approved by the Director, Compass Operations	N/A for officials of other transit agencies \$6.25 per pass (if > 500 passes purchased per day); \$5.25 per pass (if > 5,000 purchased per day)		No	Valid for unlimited travel through all Zones		\$2.75 credit toward WCE applicable fare	Not valid	No Add-Fare required

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions						
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**		
Single Fare (Adult) on Compass Card* or Compass Ticket* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time. 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Purchaser who holds a Single Fare (Adult)	Conventional Bus: Cash: All Zones \$2.75	Conventional Bus: Cash: All Zones \$2.75	No	Valid for unlimited travel through all Zones during the Hours paid for, other than on Bowen Island	Valid for unlimited travel through 1 Zone during the Hours paid for, other than on Bowen Island	\$2.75 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Conventional Bus: No Add-Fare required		
		Conventional Bus: Stored Value ¹ : All Zones \$2.10	Conventional Bus: Stored Value ¹ : All Zones \$2.10						Conventional SkyTrain and SeaBus: Cash: 1 Zone \$2.75 2 Zones \$4.00 3 Zones \$5.50	Conventional SkyTrain and SeaBus: Cash: All Zones \$2.75	Conventional SkyTrain and SeaBus: Cash: Add-Fare required**
		Conventional SkyTrain and SeaBus: Stored Value ¹ : 1 Zone \$2.10 2 Zones \$3.15 3 Zones \$4.20	Conventional SkyTrain and SeaBus: Stored Value ¹ : All Zones \$2.10							Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**	

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions					
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**	
Single Fare (Concession) on Compass Card* or Compass Ticket* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time. 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	Conventional Bus: Cash: All Zones \$1.75	Conventional Bus: Cash: All Zones \$1.75	No	Valid for unlimited travel through all Zones during the Hours paid for, other than on Bowen Island	Valid for unlimited travel through 1 Zone during the Hours paid for, other than on Bowen Island	\$1.75 credit toward WCE applicable fare	Not valid	Conventional Bus: No Add-Fare required	
		Conventional Bus: Stored Value: All Zones \$1.75	Conventional Bus: Stored Value: All Zones \$1.75							
		Conventional SkyTrain and SeaBus: Cash: 1 Zone \$1.75 2 Zones \$2.75 3 Zones \$3.75	Conventional SkyTrain and SeaBus: Cash: All Zones \$1.75			Valid for unlimited travel during the Hours and through the number of Zones paid for, other than on Bowen Island				Conventional SkyTrain and SeaBus: Cash: Add-Fare required**
		Conventional SkyTrain and SeaBus: Stored Value: 1 Zone \$1.75 2 Zones \$2.75 3 Zones \$3.75	Conventional SkyTrain and SeaBus: Stored Value: All Zones \$1.75							Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Adult) on Bus Transfer* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Purchaser who holds a Single Fare (Adult)	All Zones \$2.75 (cash only)	All Zones \$2.75 (cash only)	No	Valid for unlimited travel during the Hours paid for, other than on Conventional SkyTrain and SeaBus and Bowen Island	Not Valid	Not valid	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Not Valid
Single Fare (Concession) on Bus Transfer* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	All Zones \$1.75 (cash only)	All Zones \$1.75 (cash only)	No	Valid for unlimited travel during the Hours paid for, other than on Conventional SkyTrain and SeaBus and Bowen Island	Not Valid	Not valid	Not valid	Not Valid
Special Event Ticket on Bus Transfer*, Compass Card* or Compass Ticket* (specified period)	Purchaser	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	No	Valid for unlimited travel during the Hours paid for	Valid for unlimited travel during the Hours and through the number of Zones paid for	Not valid	Add-Fare required**	
U-Pass BC on Compass Card* (calendar months)	A U-Pass BC Student who displays a valid student card (together with valid government issue photo identification if no photograph on student card) and holds a valid U-Pass BC on a Compass Card	As determined by the agreement between the post-secondary educational institution, its student society, and TransLink	No	Valid for unlimited travel through all Zones	Valid toward purchase of a WCE Monthly U-Pass or \$2.75 credit toward WCE applicable fare	Valid for an Eligible HandyDART User	No Add-Fare required		

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
War Amputee Pass on Compass Card* (calendar year)	Veterans of WW1 & WW2 who are members of the War Amputees Association and who holds a valid War Amputee Pass with valid identification	N/A		No	Valid for unlimited travel through all Zones			Not valid	No Add-Fare required
West Coast Express (WCE) Service (5 Zones)									
WCE Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid WCE Monthly Pass (Adult)	1 or 2 Zones - \$151.75 ¹ , 3 Zones - \$201.00 ¹ , 4 Zones - \$244.00 ¹ , 5 Zones - \$335.75 ¹		Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for		Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	No Add-Fare required
WCE Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Monthly Pass (Concession)	1 or 2 Zones - \$93.00 ¹ , 3 Zones - \$124.50 ¹ , 4 Zones - \$154.25 ¹ , 5 Zones - \$217.25 ¹		Yes	Valid for unlimited travel through all Zones		Valid for unlimited travel through the number of Zones paid for	Not valid	No Add-Fare required
WCE Monthly U-Pass on Compass Card* (calendar month)	Student of an eligible educational institution who holds a valid student card (together with valid government issue photo identification if no photograph on student card), a valid U-Pass BC and a valid WCE Monthly U-Pass	All Zones - \$94.00 per month ¹ .		No	Valid for unlimited travel through all Zones			Valid for an Eligible HandyDART User	No Add-Fare required

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
WCE One-Way Fare (Adult) on Compass Card* or Compass Ticket* (120 min. Transfer Time and In-System Time***)	Purchaser who holds a valid WCE One-Way Fare (Adult)	Cash: 1 or 2 Zones - \$5.50 3 Zones - \$7.25 4 Zones - \$9.00 5 Zones - \$12.25	No	Valid for unlimited travel through all Zones during the hours paid for	Valid for unlimited travel in one direction through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	Add-Fare required**		
		Stored Value ¹ : 1 or 2 Zones: \$4.60 3 Zones: \$6.05 4 Zones: \$7.45 5 Zones: \$10.20							
WCE One-Way Fare (Concession) on Compass Card* or Compass Ticket* (120 min. Transfer Time and In-System Time***)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid WCE One-Way Fare (Concession)	Cash: 1 or 2 Zones - \$3.25 3 Zones - \$4.25 4 Zones - \$5.50 5 Zones - \$7.50	No	Valid for unlimited travel through all Zones during the hours paid for	Valid for unlimited travel in one direction through the number of Zones paid for	Not valid	Add-Fare required**		
		Stored Value ¹ : 1 or 2 Zones: \$2.70 3 Zones: \$3.50 4 Zones: \$4.60 5 Zones: \$6.25							
WCE Return Fare (Adult) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Purchaser who holds a valid WCE Return Fare (Adult)	Cash: 1 or 2 Zones - \$10.25 3 Zones - \$13.75 4 Zones - \$17 5 Zones - \$23	No	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	No Add-Fare required		
		Stored Value: 1 or 2 Zones: \$10.00 3 Zones: \$ 13.00 4 Zones: \$16.25 5 Zones: \$22.00							

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

WCE Return Fare (Concession) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Return Fare (Concession)	Cash: 1 or 2 Zones - \$6.25 3 Zones - \$8.25 4 Zones - \$10.50 5 Zones - \$14.50	No	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid	No Add-Fare required
		Stored Value: 1 or 2 Zones: \$6.00 3 Zones: \$7.75 4 Zones: \$10.00 5 Zones: \$13.75					

HandyDART Service (10 Zones)								
Cash fare on HandyDART (one-way trip)	Eligible HandyDART User	All Zones - \$2.75	No	Not valid****	Not valid****	Not valid****	Valid for travel through all Zones	No Add-Fare required

¹ Indicates a discounted fare in effect for an introductory period as part of the introduction of Compass Card fare media, expiring at such time as determined by TransLink, in its sole discretion.

* Indicates Proof of Payment.

** Canada Line YVR Add-Fare is a short term fare premium over the applicable fare in the amount of \$2.50 each way, which will be collected as a return fare premium of \$5.00 payable at YVR-Airport Station, Templeton Station or Sea Island Centre Station.

*** For transfers from WCE to Canada Line or Conventional Bus where the Tap In for the transfer to Canada Line or a bus occurs within the initial 120 min. Transfer Time and In-System Time, the passenger will have 90 min. of Transfer Time from the time of Tap In on Canada Line or Conventional Bus.

**** Eligible HandyDART Users using FareCards/FareSavers or paying cash fare for travel on a HandyDART vehicle will be permitted to transfer onto Conventional Transit or WCE by obtaining valid Compass Fare Media in accordance with subsection 9(c), Part B of the Tariff.

Table “2” – Exemptions

Eligible Person	Conditions	Exemption		
		Conventional Transit	West Coast Express	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations
Any person	None	Exempt from fare payment while travelling between Canada Line stations located on Sea Island	Not exempt from fare payment	N/A
Attendant	Only one Attendant is eligible for the exemption	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder
Child under 5 years of age	Child must be accompanied by a passenger possessing Proof of Payment	Exempt from fare payment, if accompanied by a passenger possessing Proof of Payment who is travelling with fewer than 5 Children under the age of 5		Exempt from Add-Fare
Persons having their regular location of work on Sea Island	Persons must (i) provide proof of eligibility acceptable to TransLink to a dealer as designated by TransLink, and (ii) purchase from such dealer and possess as valid Proof of Payment, a Compass Ticket having the applicable fare	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare
Residents of Burkeville, Richmond	Person who holds and uses as valid Proof of Payment a Sea Island Compass Card, issued to such person by TransLink upon such person providing to TransLink proof of residency acceptable to TransLink, having the applicable fare and with valid identification	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare

Table “3” – Private Charters

Rates, Charges and Cancellation Fees	
Conventional Bus, Community Shuttle and HandyDART Vehicle (includes operator or driver)	\$62.50 per ½ hour or part Minimum charge of \$125.00 Bridge and road tolls, special licence fees and other out-of-pocket expenses extra
Cancellation Fee	\$125.00
WCE train	To be determined by WCE on a case-by-case basis

CURRENT TRANSIT TARIFF - CONSOLIDATED

**SOUTH COAST BRITISH COLUMBIA
TRANSPORTATION
AUTHORITY**

(TRANSLINK)

TRANSIT TARIFF

Effective September 1, 2016

This Tariff is available for public inspection at:

1. TransLink Head Office, 400 - 287 Nelson's Court, New Westminster
Transit Police Office, 300 - 287 Nelson's Court, New Westminster
2. The following Coast Mountain Bus Company Ltd. offices:
 - Head Office, 13401 108th Avenue, Surrey
 - Vancouver Transit Centre, 9149 Hudson Street, Vancouver
 - Burnaby Transit Centre, 3750 Kitchener Street, Burnaby
 - North Vancouver Transit Centre, 536 East 3rd Street, North Vancouver
 - Surrey Transit Centre, 7740 132nd Street, Surrey
 - Port Coquitlam Transit Centre, 2061 Kingsway, Port Coquitlam
 - SeaBus Administration Office, 2 Chesterfield Place, North Vancouver
3. West Vancouver Transit, 221 Lloyd Avenue, North Vancouver
4. British Columbia Rapid Transit Company Ltd., 6800 - 14th Avenue, Burnaby
5. West Coast Express Limited, 295 - 601 West Cordova Street, Vancouver
6. HandyDART Operator - MVT Canadian Bus Inc., 17535 - 55B Avenue, Surrey
7. TransLink Website: www.translink.ca

GENERAL

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

PART A - Definitions

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

Add-Fare	Additional fare amount equivalent to the difference in fares as set out in Appendix “2” of this Tariff.
Adult	Person who is not a Child, Youth or Senior.
Adult Fare	Fare required to: <ul style="list-style-type: none">(i) obtain the Single Fare (Adult) required to travel on Conventional Transit for the applicable Hours and Zones, as set out in Appendix “2”;(ii) obtain an Adult WCE One-Way Fare to travel on WCE Service, for the applicable Hours and Zones, as set out in Appendix “2”;(iii) travel on HandyDART by paying the necessary cash fare, for the applicable Zones, as set out in Appendix “2”; and(iv) travel between Canada Line Bridgeport and Templeton Stations, as set out in Appendix “2” as an Add-Fare, in addition to one of the fares described in paragraphs (i) or (ii) above.
Attendant	A person who is required to accompany and assist an Eligible HandyDART User in using HandyDART service or a HandyCard Holder in using Conventional Transit or WCE Service.
Business Day	Any day other than a Saturday, Sunday, or Statutory Holiday.
Bus Transfer	A single use transfer issued to passengers paying by cash for travel on Conventional Bus service. This single use transfer will allow a passenger to transfer between Conventional Buses within the Transfer Time, but is not valid for travel on Conventional SkyTrain and SeaBus or WCE Service.
Card Reader	A card and ticket reader, Fare Gate, mobile validator, bus or rail station validator or any other mechanism implemented by TransLink from time to time, used by passengers to Tap In and/or Tap Out.
Child	Person who is 13 years of age or younger.
Compass Card	A long-term use, reusable electronic farecard for transit use in TransLink’s Transportation Service Region and which is subject to the Compass Card Terms and Conditions of Use.

Compass Card Terms and Conditions of Use	The Compass Card Terms and Conditions of Use as amended from time to time by TransLink in its absolute discretion, a copy of which is posted on TransLink’s website at www.translink.ca .
Compass Fare Media	Compass Tickets, Compass Cards and any other electronic fare media issued by or on behalf of TransLink.
Compass Retailer	TransLink-authorized vendor of Compass Cards.
Compass Ticket	A single or limited use electronic ticket for transit use in TransLink’s Transportation Service Region and which is subject to the Compass Ticket Terms and Conditions of Use.
Compass Ticket Terms and Conditions of Use	The Compass Ticket Terms and Conditions of Use as amended from time to time by TransLink in its absolute discretion, a copy of which is posted on TransLink’s website at www.translink.ca .
Compass Vending Machine	A vending machine located outside Fare Paid Zones for the sale of: <ul style="list-style-type: none"> (i) Compass Tickets, Compass Cards or other Compass fare media; and/or (ii) Compass fare products which may be loaded or issued on Compass Fare Media, by or on behalf of TransLink.
Conventional Bus	Transit service provided by or on behalf of TransLink in the Transportation Service Region on transit buses, except SeaBus service, SkyTrain service, WCE Service and HandyDART service.
Conventional SkyTrain and SeaBus	Transit service provided by or on behalf of TransLink in the Transportation Service Region on SkyTrain and SeaBus, except Conventional Bus service, WCE Service, HandyDART service and Canada Line service between Bridgeport and Templeton Stations.
Conventional Transit	Conventional Bus and Conventional SkyTrain and SeaBus transit service provided by or on behalf of TransLink in the Transportation Service Region.
Eligible HandyDART User	Person who: <ul style="list-style-type: none"> (i) has a temporary or permanent physical or cognitive disability, confirmed by a medical practitioner, that is sufficiently severe that he or she is unable, without assistance, to use Conventional Transit; and (ii) has completed TransLink’s registration process and has been approved by TransLink as a HandyDART user.
Employee Pass Holder	Person who is: <ul style="list-style-type: none"> (i) an employee or a board member of TransLink or a TransLink subsidiary, or a member of the Mayors’ Council on Regional Transportation; (ii) a spouse or dependant child of an employee described in paragraph (i);

- (iii) a retired, former full-time employee of TransLink or TransLink subsidiary who retired after 2 or more years of employment (or who, after 5 or more years of employment, ceased employment by reason of medically proven total disability);
- (iv) a retired, former full-time employee of BC Transit who retired prior to April 1, 1999;
- (v) a spouse of a person described in paragraph (iii) or (iv) above;
- (vi) a full-time employee of a HandyDART Operating Company; or
- (vii) an employee of an Operating Company that has been designated and approved by TransLink as eligible for Employee Passes, and has been issued an Employee Pass as set out in Appendix “2”.

Excursion Fare	A fare equivalent to a Single Fare (Adult) or Single Fare (Concession), as applicable, based on the applicable Hours at the Stored Value rate, as set out in Appendix “2”.
Exit Ticket	A Compass Ticket purchased from an Exit Ticket Machine that will allow a passenger to proceed through a Fare Gate to exit a Fare Paid Zone upon payment of the fare for such Exit Ticket as set out in Appendix “2”.
Exit Ticket Machine	A vending machine located within Fare Paid Zones for the sale of Exit Tickets.
Fare Gate	A physical fare gate located at the entry and exit points of a Fare Paid Zone.
Fare Paid Zones	All transit vehicles (including buses, SeaBuses, SkyTrain cars and WCE cars), all areas within Fare Gates, regardless of whether such Fare Gates are open or closed, and any other transit property designated as “fare paid zones” from time to time by TransLink but excluding all HandyDART vehicles.
HandyCard Holder	Resident of the Transportation Service Region who: <ul style="list-style-type: none"> (i) is a person with a permanent physical or cognitive disability, confirmed by a medical practitioner, which is sufficiently severe that he or she is unable, without assistance, to use Conventional Transit; and (ii) has completed TransLink’s registration process and been issued a HandyCard.
HandyDART	Custom transit service which provides Eligible HandyDART Users with accessible service from a pick-up location to a drop-off location, in accordance with the policies, procedures and guidelines of TransLink’s Custom Transit Policy & Procedure Manual.
Hours	Regular Hours and Off-Peak Hours.

In-System Time	The time from Tap In as set out in Appendix “2” within which passengers may complete their journey and Tap Out without paying additional fare, excluding any applicable Add-Fare which shall remain payable, provided that any Tap In for the last part of the journey must occur prior to the expiry of the Transfer Time.
Maximum Fare	<p>If using Stored Value, the maximum fare will be the Adult Fare or Single Fare (Concession) payable for travel:</p> <ul style="list-style-type: none"> (i) on Conventional Bus, for travel during Regular Hours and Off-Peak Hours for Conventional Bus; (ii) on Conventional SkyTrain and SeaBus and WCE Service, for one Zone during Off-Peak Hours for Conventional SkyTrain and SeaBus and WCE Service; and (iii) on Conventional SkyTrain and SeaBus and WCE Service, the maximum number of Zones during Regular Hours, based on the Stored Value rate for Conventional SkyTrain and SeaBus and WCE Service, <p>as set out in Appendix “2”.</p> <p>If using a Period Pass, and travelling outside the Zone(s) within which such Period Pass is valid, the maximum fare will be the applicable Add-Fare, based on the cash rate, as set out in Appendix “2”.</p>
Mobility Device	Wheelchair or scooter required by a passenger with a physical disability.
Off-Peak Hours	Hours of service after 6:30 p.m. from Monday to Friday (excluding Statutory Holidays), and all day on Saturday, Sunday and Statutory Holidays.
Operating Company	A company, including a subsidiary of TransLink, operating transit service on behalf of TransLink.
Period Pass	The electronic equivalent of a pass based on a calendar period (including DayPasses and Monthly Passes), and loaded on a Compass Card.
Proof of Payment	Verifiable Compass Fare Media, designated as proof of payment in Appendix “2” and personal identification as required in Appendix “2” and with respect only to HandyDART service and Conventional Bus service, FareSavers, FareCards and Bus Transfers.
Registered Users	Passengers who have acquired a Compass Card and successfully registered such Compass Card with TransLink on TransLink’s website at www.translink.ca , all in accordance with the Compass Card Terms and Conditions of Use.
Regular Hours	Hours of service other than Off-Peak Hours.

Senior	A person who is 65 years of age or older and holds: <ul style="list-style-type: none"> (i) a Gold Carecard issued by the Province of BC; (ii) a valid driver's license, passport, birth certificate indicating date of birth; (iii) a Health and Welfare Canada Old Age Security Identification Card; or (iv) equivalent picture identification issued by any national, provincial or state government agency showing age or date of birth.
SkyTrain	Rail rapid transit service on the Expo Line, Millennium Line, and Canada Line.
Statutory Holidays	New Year's Day, Family Day, Good Friday, Victoria Day, Canada Day, BC Day, Labour Day, Thanksgiving Day, Remembrance Day, Christmas Day and Boxing Day.
Stored Value	The electronic equivalent of cash stored on a Compass Card, excluding the deposit payable at the time a Compass Card is acquired in accordance with the Compass Card Terms and Conditions of Use.
Tap In	The presentation and recognition of Compass Fare Media, loaded or issued with a fare as set out in Appendix "2", at a Card Reader as a valid form of fare payment to commence a single transit trip and for entry into a Fare Paid Zone.
Tap Out	The presentation and recognition of Compass Fare Media, loaded or issued with a fare as set out in Appendix "2", at a Card Reader as a valid form of fare payment to complete a single transit trip and to exit a Fare Paid Zone.
TaxiSaver Coupons	Coupons that may be: <ul style="list-style-type: none"> (i) purchased by HandyCard Holders from TransLink at 50% of the face value of the coupons; and (ii) used by HandyCard Holders described in paragraph (i) to pay their metered taxi fare, up to the face value of the coupons, when travelling on taxis operated by participating taxi companies in the Transportation Service Region.
Transfer Time	The time from: <ul style="list-style-type: none"> (i) validation of a FareSaver; (ii) issuance of a Bus Transfer; or (iii) Tap In of Compass Fare Media, as set out in Appendix "2", within which passengers may transfer to another transit vehicle, without paying additional fare, excluding any applicable Add-Fare which shall remain payable.
Transit Employee	Employee of TransLink or its subsidiaries, or an Operating Company, or an employee of an agent or contractor of TransLink or its subsidiary.
Transit Police	South Coast British Columbia Transportation Authority Police Service.
TransLink	South Coast British Columbia Transportation Authority.

Transportation Service Region	All municipalities and rural areas located within the Greater Vancouver Regional District.
U-Pass BC Student	Person who: <ul style="list-style-type: none"> (i) is attending a post-secondary educational institution that has entered into a written agreement with TransLink to participate in the U-Pass BC program; (ii) has been issued a valid student card from such post-secondary educational institution, and displays such valid student card, together with valid government issued photo identification if there is no photograph on the student card; and (iii) has obtained a Compass Card and loaded such Compass Card with the benefits available to the holder of a U-Pass BC.
Verifiable Compass Fare Media	Compass Fare Media loaded or issued with the required fare for the applicable Hours and Zones, as set out in Appendix “2” and Tapped In.
WCE	West Coast Express Limited, a subsidiary of TransLink.
WCE Service	Commuter transit service provided by WCE between Vancouver and Mission utilizing rail service or bus service known as “TrainBus.”
Youth	Person who: <ul style="list-style-type: none"> (i) is between the ages of 14 and 18 years (inclusive); and (ii) holds: <ul style="list-style-type: none"> (A) a valid school identification card issued by any secondary school which displays such person’s photograph, name and school and validated, in the space provided, by an official of the school; or (B) a valid picture identification issued by any national, provincial or state government agency showing age or date of birth.
Zones	Designated fare zones for Conventional Transit, WCE Service and HandyDART service as shown in Appendix “1” of this Tariff.

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

PART B - Terms & Conditions

1. APPLICABILITY

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

2. ENFORCEABILITY

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

3. SERVICE DELIVERY/NON-GUARANTEE

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

4. REFUSAL OF TRANSPORTATION

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

Conditions of Use and the Compass Ticket Terms and Conditions of Use including, but not limited to, proceeding over or under a Fare Gate, forcing a Fare Gate open or closed, holding a Fare Gate open for more than one passenger to proceed through a Fare Gate at one time based on one Tap In (with the exception of children under five years of age and Attendants as permitted by subsection 5(i) of this Part B), or vandalizing, damaging or in any way marking a Fare Gate;

- (iv) any passenger with a Mobility Device that a Transit Employee considers unsafe;
- (v) anything (including baggage) that, in the sole opinion of a Transit Employee, might cause inconvenience to others, soil or damage transit property, or represent a safety hazard; or
- (vi) any person who does not comply with the terms and conditions of this Tariff.

5. REQUIREMENT TO PAY FARE AND POSSESS PROOF OF PAYMENT

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

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

- (b) For passengers using a Compass Card with Stored Value for travel on Conventional Transit, the minimum Stored Value for entry into a Fare Paid Zone is \$0.01. For passengers using a Compass Card with Stored Value for travel on WCE Service, the minimum Stored Value for entry into a Fare Paid Zone is \$4.50. No minimum Stored Value is required for entry for passengers using a valid Period Pass for travel on either Conventional Transit or WCE Service.
- (c) Passengers using Compass Fare Media for travel on Conventional Bus must Tap In when boarding a Conventional Bus vehicle but are not required to Tap Out when departing the Conventional Bus vehicle.
- (d) Subject to subsection 5(c) above, passengers who Tap In but fail to Tap Out, or Tap Out but fail to Tap In, will be charged a Maximum Fare.

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

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

- (h) Except as permitted by this Tariff, Proof of Payment is not transferable and must not be used by any person, unless it was purchased for use by such person at the required fare as set out in Appendix “2”. Use of Proof of Payment by any person other than to whom it was issued or by whom it was purchased is fraudulent use of Proof of Payment.
- (i) Except as permitted by this Tariff, multiple passengers are not permitted to travel on a single Compass Card and all persons proceeding past a Card Reader into a Fare Paid Zone must Tap In. No more than one person is permitted to proceed through a Fare Gate at any one time based on the Tap In of Compass Fare Media loaded or issued with valid fare as set out in Appendix “2”, provided that Attendants and children under five years of age, as set out in Table “2” (Exemptions) of Appendix “2” are not required to Tap In and may proceed through a Fare Gate together with and at the same time as a HandyCard Holder or accompanying passenger, as applicable, who has Tapped In and possesses sufficient Proof of Payment.
- (j) Any fare media or Proof of Payment is invalid if mutilated, altered, taped, waxed, validated more than once (in the case of FareSavers), modified in any manner, or expired.

- (k) If a Transit Employee is of the opinion that Proof of Payment is being used fraudulently or improperly by any passenger, in addition to any other rights and remedies available to TransLink, the passenger must immediately surrender the Proof of Payment to the Transit Employee upon request and pay an Adult Fare as set out in Appendix “2” prior to continuing his or her journey. The passenger will not be entitled to any refund of payment or other compensation with respect to the specific transit trip during which the passenger was required to pay an Adult Fare as set out in this subsection 5(k).
- (l) In addition to any other rights and remedies available to TransLink, if a Transit Employee is not satisfied with the validity of Proof of Payment or identification demonstrating eligibility for any fare as set out in Appendix “2” other than an Adult Fare, passengers must:
- (i) pay an Adult Fare as set out in Appendix “2”; and
 - (ii) obtain Proof of Payment for an Adult Fare as set out in Appendix “2”,
- before continuing their journey.
- (m) If a passenger travelling with a FareSaver, FareCard or Bus Transfer on Conventional Bus loses Proof of Payment as set out in Appendix “2” prior to exiting a Fare Paid Zone, the passenger must immediately purchase a new Bus Transfer and retain the Bus Transfer as Proof of Payment for the duration of the passenger’s journey while in a Fare Paid Zone.
- (n) If a passenger travelling with Compass Fare Media on Conventional Transit or WCE Service, who has Tapped In upon entry into a Fare Paid Zone with Compass Fare Media loaded or issued with the required fare, loses Proof of Payment as set out in Appendix “2” prior to Tapping Out and exiting a Fare Paid Zone, the passenger must:
- (i) if travelling on Conventional Bus, immediately purchase a new Bus Transfer and retain the Bus Transfer as Proof of Payment for the duration of the passenger’s journey while in a Fare Paid Zone; or
 - (ii) if travelling on Conventional SkyTrain and SeaBus or WCE Service, immediately purchase an Exit Ticket and retain the Exit Ticket as Proof of Payment for the duration of the passenger’s journey while in a Fare Paid Zone.

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

- (o) All fare media and Proof of Payment is the property of TransLink. All fare media, including any Compass Fare Media or any fare product loaded or stored thereon as set out in Appendix “2”, may be cancelled by TransLink at any time and must be surrendered to TransLink or a Transit Employee upon request.

6. FARES OTHER THAN ADULT FARES

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

7. ADD-FARES

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

(iii) **Compass Ticket** - passengers may purchase Add-Fare by upgrading an existing Compass Ticket at Compass Vending Machines located at the entrance to SkyTrain stations, WCE Stations and SeaBus stations, with upgrades to zero-value Sea Island Compass Tickets requiring, in addition to any other fare required by Appendix “2”, the Add-Fare required to travel outside the Canada Line stations located on Sea Island.

(b) Passengers must retain upgraded Proof of Payment while in a Fare Paid Zone.

8. EXEMPTIONS FROM PAYMENT/DISCOUNTS

(a) The persons described in Table “2” (Exemptions) of Appendix “2” are entitled to the exemptions described in such table, in accordance with the conditions and restrictions set out therein.

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

(c) TransLink and its subsidiaries may, from time to time, provide fare media, including any fare media loaded or issued with a fare as set out in Appendix “2”, at no charge:

- (i) for promotional purposes, service recovery, fare replacement, or advertising; and/or
- (ii) to specified persons or categories of persons as authorized by resolution of the TransLink Board of Directors from time to time.

(d) TransLink may, upon request and subject to eligibility, provide Compass Fare Media loaded or issued with a fare as set out in Appendix “2” at no charge to Police Departments within the Transportation Service Region for use by undercover police officers while on duty. Requests should be directed to Transit Police.

(e) TransLink has absolute discretion in making decisions regarding fare reductions, or provision of FareSavers, FareCards, Bus Transfers and Compass Fare Media, including those products loaded or issued with a fare as set out in Appendix “2”, at no charge, under this Tariff.

9. PURCHASE OF PROOF OF PAYMENT

(a) **Conventional Transit** - Compass Fare Media and fares set out in Appendix “2” for travel on Conventional Transit may only be purchased directly from TransLink, an Operating Company or a Compass Retailer as set out in the Compass Card Terms and Conditions of Use and Compass Ticket Terms and Conditions of Use, as applicable. Period Passes for use on Conventional Transit are not available at Compass Vending Machines located at WCE stations.

(b) **WCE Service** - Compass Fare Media and fares set out in Appendix “2” for travel on WCE Service may only be purchased directly from TransLink, an Operating Company or a Compass Retailer as set out in the Compass Card Terms and Conditions of Use and Compass Ticket Terms and Conditions of Use, as applicable. Compass Tickets for WCE Service are only available at Compass Vending Machines located at WCE stations and Waterfront Station.

- (c) **HandyDART** - Adult FareSavers and Adult FareCards may only be purchased directly from TransLink or an Operating Company. Eligible HandyDART Users who wish to transfer from a HandyDART vehicle onto Conventional Transit or WCE may do so as follows:
- (i) Eligible HandyDART Users paying in cash to travel on a HandyDART vehicle will be provided with a Compass Ticket for the number of Zones paid for;
 - (ii) Eligible HandyDART Users using an Adult FareSaver to travel on a HandyDART vehicle will be provided, in exchange for such Adult FareSaver, a Compass Ticket valid for the number of Zones equivalent to the number of Zones for which such Adult FareSaver is valid; and
 - (iii) Eligible HandyDART Users using a FareCard to travel on a HandyDART vehicle will be provided with a Compass Ticket equivalent to the number of Zones for which such FareCard is valid,

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

Eligible HandyDART Users who:

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

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

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

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

10. FARE PAYMENT AT TIME OF TRAVEL

- (a) Passengers who have not previously obtained adequate Compass Fare Media loaded or issued with sufficient fare as set out in Appendix “2” or the applicable FareSaver, FareCard or Bus Transfer as set out in Appendix “2”, must pay their fare at the time of travel as follows:
- (i) **Conventional Bus Service** - Cash payment for Conventional Bus service must be paid using exact change in Canadian funds and deposited in fareboxes. Upon payment of the required fare as set out in Appendix “2”, a Bus Transfer will be dispensed and must be retained as Proof of Payment. A Bus Transfer will allow a passenger to transfer between Conventional Buses or from Conventional Bus to a HandyDART vehicle, within the Transfer Time, but is not valid for travel on Conventional SkyTrain and SeaBus service or WCE Service.

- (ii) **Conventional SkyTrain and SeaBus** - Cash fares or debit/credit transactions for Conventional SkyTrain and SeaBus service must be paid in Canadian funds at Compass Vending Machines. A passenger must purchase a Compass Ticket or load a Compass Card with the required fare as set out in Appendix “2” and retain such Compass Ticket or Compass Card as Proof of Payment.
- (iii) **HandyDART** - Cash payment for fares on HandyDART service must be paid using exact change in Canadian funds and given to the driver.
- (iv) **WCE Service** - Cash fares or debit/credit transactions for WCE Service must be paid in Canadian funds at Compass Vending Machines located at WCE stations or Waterfront Station. A passenger must purchase a Compass Ticket or load a Compass Card with the required fare as set out in Appendix “2” and retain such Compass Ticket or Compass Card as Proof of Payment.

11. FARESAVER VALIDATION (CONVENTIONAL BUS OR HANDYDART ONLY)

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

12. BULK COMPASS TICKETS

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

13. STORED VALUE - INITIAL SYSTEM CHARGE

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

14. COMPASS CARD REGISTRATION

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

15. REFUND POLICY

- (a) TransLink will not consider or grant any requests for refunds or replacements for lost or damaged fare media or Proof of Payment, except as specifically described in this Section 15.
- (b) **Compass Card deposit** - Subject to the Compass Card Terms and Conditions of Use, the deposit paid in accordance with the Compass Card Terms and Conditions of Use at the time a Compass Card is acquired, less any amounts owed to TransLink for transit fare as set out in Appendix “2”, is refundable upon surrender of the cardholder’s Compass Card to TransLink.
- (c) **Stored Value** - Subject to the Compass Card Terms and Conditions of Use, a Registered User may, within a two year period from the date on which the Compass Card was last Tapped In or Tapped Out, obtain a refund of Stored Value on a registered Compass Card.
- (d) **Period Passes** - Subject to the Compass Card Terms and Conditions of Use, a Registered User may, within 60 days of the date of purchase, obtain a refund of a Period Pass on a registered Compass Card provided travel has not been initiated on the Period Pass by Tap In or Tap Out of the Compass Card holding the Period Pass and the Period Pass has not otherwise been used by the Registered User.
- (e) **Program passes** - Subject to the Compass Card Terms and Conditions of Use, an individual may obtain a refund of a program pass as set out in Appendix “2”, if permitted under the terms of the applicable program, by contacting the program administrator.
- (f) **Compass Tickets** - Compass Tickets are not refundable. Compass Tickets purchased in bulk pursuant to subsection 12(a) of this Part B may be replaced at the request of the initial purchaser in accordance with the Compass Ticket Terms and Conditions of Use.
- (g) **FareSavers and FareCards** - FareSavers and FareCards are not refundable.
- (h) **Compass Vending Machine malfunctions** - When a Compass Vending Machine issues a receipt indicating that an amount to be refunded was not returned, a product was not dispensed, or another malfunction occurred, a refund will be issued in accordance with the Compass Card Terms and Conditions of Use or the Compass Ticket Terms and Conditions of Use, as applicable.
- (i) **TaxiSaver Coupons** - TransLink will (through the Access Transit Office) refund expired TaxiSaver coupons at 50% of face value.

(j) **General -**

- (i) Details respecting refunds for Compass Fare Media, the process for obtaining a refund, and the manner in which refunds will be paid, are set out in the Compass Card Terms and Conditions of Use and the Compass Ticket Terms and Conditions of Use, which are posted on TransLink's website at www.translink.ca.
- (ii) No requests for refunds or replacements for lost or damaged Compass Fare Media and/or any fare loaded or issued thereon, FareSavers, FareCards or Bus Transfers, other than those described in this Section 15 and in the Compass Card Terms and Conditions of Use and the Compass Ticket Terms and Conditions of Use, as applicable, will be considered or granted by TransLink.
- (iii) TransLink reserves the right to restrict the number of refunds for Stored Value or Period Passes granted to an individual in a calendar year.
- (iv) Notwithstanding the above, TransLink will consider, and in its absolute discretion may grant, requests for partial or complete refunds and/or adjustments or replacements for otherwise valid FareCards, Compass Tickets, Period Passes or Stored Value that cannot be used due to:
 - (A) transit service being completely shut down for at least for 3 consecutive Business Days (Monday to Friday) in any one month, in which event:
 - a. Stored Value may be granted equivalent to two Stored Value trips of the same Zone purchased, per day or a replacement Compass Ticket if applicable; or
 - b. a prorated discount may be applied to the purchase of a FareCard for the next month upon presentation and surrender of the previous month's FareCard;
 - (B) illness, as substantiated in writing by a medical practitioner, in which event a prorated refund may be paid in connection with:
 - a. a FareCard, by cheque, calculated from the date the FareCard is physically surrendered to TransLink or the post-marked date for a FareCard returned by mail;
 - b. a Period Pass, based on the number of days remaining in the month; or
 - c. Stored Value, based on the remaining balance; or

- (C) death, upon request from the estate of a deceased person substantiated by a death certificate, in which event a prorated refund may be paid for a FareCard or a monthly pass on a Compass Card, based on the number of days remaining in the month, a full refund may be paid for unused DayPass(es) and/or a refund of the balance may be paid in the case of Stored Value.

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

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

16. ACCESSIBILITY

- (a) Wheelchair accessible transit vehicles, including HandyDART vehicles, will accommodate Mobility Devices provided the following guidelines are met:
- (i) Mobility Devices:
- must be safe and well maintained with functioning brakes;
 - must not carry any aerials, flagpoles or other projections which could injure others or interfere with the securement of the Mobility Device;
 - must have secure and suitably located compartments to which securement straps can be attached (passengers must ensure that securement straps do not cause damage to the Mobility Device);
 - must be secured only at designated locations on the transit vehicle;
 - for HandyDART service, must have escort handles if passengers require assistance to board HandyDART vehicles;
- (ii) Wheelchair lifts:
- Conventional Bus (including community shuttle) - combined weight of the Mobility Device and passenger must not exceed 205 kgs, and Mobility Device must be smaller than 61 cm wide x 122 cm long;
 - HandyDART - combined weight of the Mobility Device, passenger and HandyDART driver must not exceed 364 kgs, and Mobility Device must be smaller than 94 cm wide and 122 cm long; and
- (iii) passengers in electric Mobility Devices are responsible for controlling the movement of the Mobility Device to ensure safe loading and un-loading.

17. CARRIAGE OF SPECIFIC GOODS

- (a) **Animals** - TransLink has no obligation to carry any animals except assistance animals recognized by the BC *Guide Animal Act* which are assisting or being trained by an accredited animal training school. Small pets, including dogs, cats, rabbits and small fur bearing or feathered pets, may be permitted on Conventional Transit vehicles provided they are in hand held cages.
- (b) **Bicycles and Other Personal Transportation Devices** - Two wheeled bicycles, having a maximum length of 73 inches (185 cm), are permitted on Conventional Transit and WCE cars in accordance with this Tariff, any rules established by TransLink from time to time, and any posted

signs. Bicycle trailers are not permitted. TransLink reserves the right to restrict the carriage of bicycles at any time, in its absolute discretion. No motorized bicycles or other personal transportation devices are permitted except as set out in this Tariff or in accordance with rules established by TransLink or posted signs.

- (c) **Buses** - Bicycles are permitted on exterior bike racks of buses at no additional charge. Passengers travelling with bicycles are required to load and unload the bicycles.
- (d) **SeaBus** - Bicycles are permitted on a SeaBus at no additional charge. Passengers with bicycles must enter the SeaBus through the doorway closest the stern (rear) section.
- (e) **WCE** - Bicycles are permitted in WCE cars at no additional charge, and are limited to two bikes per car.
- (f) **SkyTrain** - Bicycles are permitted in SkyTrain cars at no additional charge, and are limited to two bikes per car on Expo and Millennium lines and two bikes per train on Canada Line.

18. PRIVATE CHARTER SERVICE

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

APPENDIX “1”

FARE ZONES

Conventional Transit

Zone 1

City of Vancouver
University Endowment Lands

Zone 2

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

Zone 3

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

Conventional Transit – Fare Zone Map



HandyDART – Fare Zone Map



HandyDART

Zone 1

City of Vancouver
University Endowment Lands

Zone 2

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

Zone 3

City of Burnaby

Zone 4

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

Zone 5

City of Richmond

Zone 6

North Surrey (north of Colebrook Road)

Zone 7

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

Zone 8

City of Langley

Township of Langley

South Surrey (Colebrook Road and South)

City of White Rock

Zone 9

District of Pitt Meadows

District of Maple Ridge

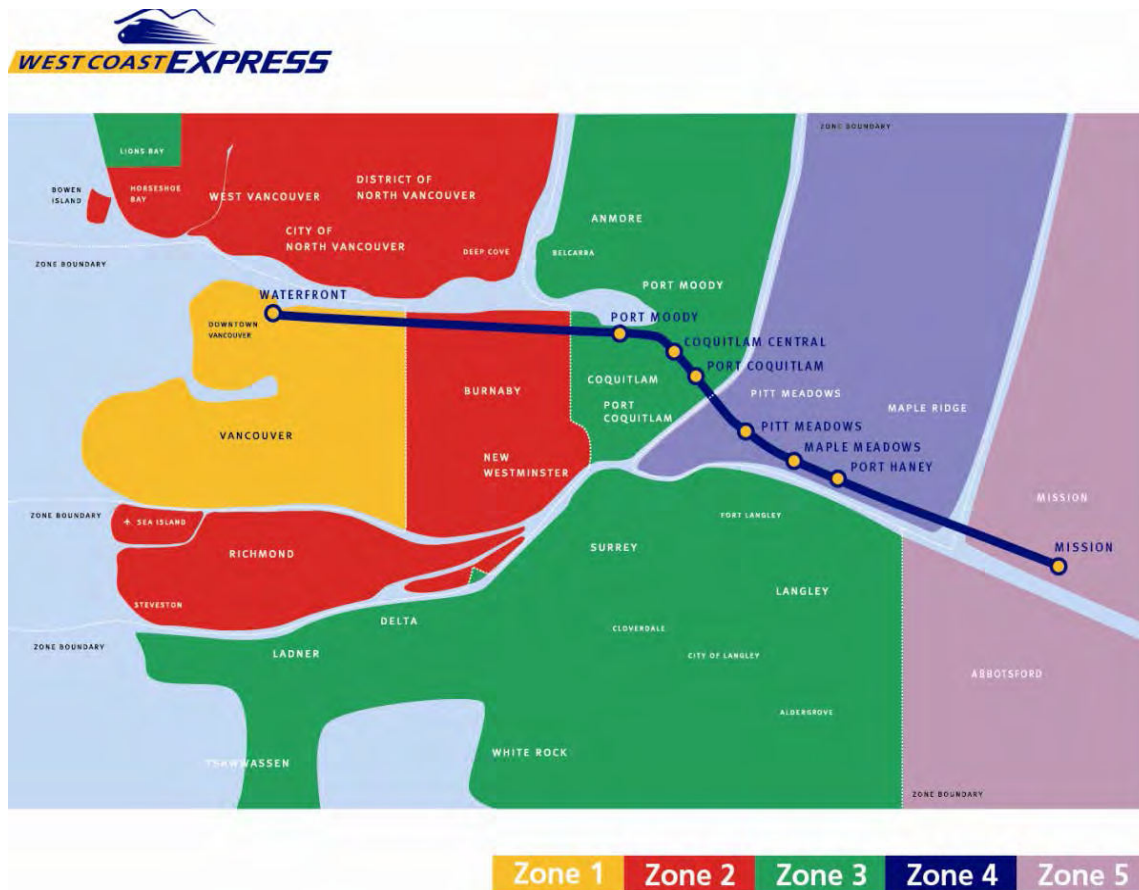
Zone 10

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

West Coast Express

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

West Coast Express – Fare Zone Map



Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Conventional Transit (3 Zones)									
Canadian National Institute for the Blind (CNIB) Pass on Compass Card*	Person with vision impairment who holds a CNIB Pass and displays valid identification	N/A		No	Valid for unlimited travel through all Zones			Not valid	No Add-Fare required
DayPass (Adult) on Compass Card* or Compass Ticket* (on specified date)	Purchaser who holds a valid DayPass (Adult)	All Zones – fare of \$9.75		No	Valid for unlimited travel through all Zones		\$2.75 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Add-Fare required**
DayPass (Concession) on Compass Card* or Compass Ticket* (on specified date)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid DayPass (Concession)	All Zones – fare of \$7.50		No	Valid for unlimited travel through all Zones		\$1.75 credit toward WCE applicable fare	Not valid	Add-Fare required**
Employee Pass on Compass Card* (until revoked or expired)	Employee Pass Holder who holds a valid Employee Pass	N/A		No	Valid for unlimited travel through all Zones			Valid for an Eligible HandyDART User	No Add-Fare required

Exit Ticket* (45 min. Transfer Time, - 120 min. In-System Time)	Purchaser who holds a valid Exit Ticket to exit a Fare Paid Zone	\$5.50	\$2.75	No	Valid for unlimited travel through all Zones during the Hours paid for		\$2.75 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Add-Fare required**
FareCard* – Adult (calendar month)	Eligible HandyDART User who displays a valid Adult FareCard	Conventional Bus and HandyDART: All Zones (1 Zone FareCard) - \$91 per month		Yes	Valid for unlimited travel through all Zones	Not valid****	Not valid****	For an Eligible HandyDART User, valid in all HandyDART Zones	Not Valid
		Conventional Bus and HandyDART: 2 Zone FareCard - \$124 per month 3 Zone FareCard - \$170 per month (Available for purchase by Eligible HandyDART Users who may wish to transfer to Conventional Transit and travel more than one zone on Conventional SkyTrain and SeaBus – see Section 9(c), Part B of the Tariff).							

FareSaver – Adult FareSaver* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Purchaser who displays a valid Adult FareSaver that has been validated	Conventional Bus and HandyDART: All Zones (1 Zone FareSaver) - 1 yellow ticket (book of 10, \$21)	No	Valid for unlimited travel through all Zones during the Hours paid for	Not valid****	Not valid****	For an Eligible HandyDART User, valid in all HandyDART Zones	Not Valid
		Conventional Bus and HandyDART: 2 Zone FareSaver - 1 red ticket (book of 10, \$31.50) 3 Zone FareSaver - 1 green ticket (book of 10, \$42) (No longer available for sale to the general public but accepted as valid Proof of Payment on Conventional Bus and for Eligible HandyDART Users on HandyDART. Available for purchase by Eligible HandyDART Users who may wish to transfer to Conventional SkyTrain and SeaBus and travel more than one zone – see Section 9(c), Part B of the Tariff).						
FareSaver – Concession FareSaver* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who displays a valid Concession FareSaver that has been validated	Conventional Bus: All Zones – 1 brown ticket (book of 10, \$17.50)	No	Valid for unlimited travel through all Zones during the Hours paid for	Not valid	Not valid	Not valid	Not Valid

Government Bus Pass on Compass Card*	Eligible person, as determined by the Province of BC, who holds a valid Government Bus Pass issued by TransLink with valid identification	Purchased by the Province of BC from TransLink and sold directly to eligible persons by the Province, at a user cost determined by the Province		No	Valid for unlimited travel through all Zones		Eligible for WCE Concession fare	Not valid	No Add-Fare required
Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid Monthly Pass (Adult)	Conventional Bus: All Zones - \$91 per month	Conventional Bus: All Zones - \$91 per month	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through 1 Zone	\$2.75 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	No Add-Fare required
		Conventional SkyTrain and SeaBus: 1 Zone - \$91 2 Zones - \$124 3 Zones - \$170 per month	Conventional SkyTrain and SeaBus: All Zones - \$91 per month			Valid for unlimited travel through the number of Zones paid for			
Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid Monthly Pass (Concession)	All Zones - \$52.00 per month		Yes	Valid for unlimited travel through all Zones		\$1.75 credit toward WCE applicable fare	Not valid	No Add-Fare required
MultiPass on Compass Card* or Compass Ticket* (specified dates)	Members of delegations with a specific business interest in transit matters or officials of other transit agencies, all as approved by the Director, Compass Operations	N/A for officials of other transit agencies \$6.25 per pass (if > 500 passes purchased per day); \$5.25 per pass (if > 5,000 purchased per day)		No	Valid for unlimited travel through all Zones		\$2.75 credit toward WCE applicable fare	Not valid	No Add-Fare required

Single Fare (Adult) on Compass Card* or Compass Ticket* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time. 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Purchaser who holds a Single Fare (Adult)	Conventional Bus: Cash: All Zones \$2.75	Conventional Bus: Cash: All Zones \$2.75	No	Valid for unlimited travel through all Zones during the Hours paid for, other than on Bowen Island	Valid for unlimited travel through 1 Zone during the Hours paid for, other than on Bowen Island	\$2.75 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Conventional Bus: No Add-Fare required
		Conventional Bus: Stored Value ¹ : All Zones \$2.10	Conventional Bus: Stored Value ¹ : All Zones \$2.10						
		Conventional SkyTrain and SeaBus: Cash: 1 Zone \$2.75 2 Zones \$4.00 3 Zones \$5.50	Conventional SkyTrain and SeaBus: Cash: All Zones \$2.75			Valid for unlimited travel during the Hours and through the number of Zones paid for, other than on Bowen Island			Conventional SkyTrain and SeaBus: Cash: Add-Fare required**
		Conventional SkyTrain and SeaBus: Stored Value ¹ : 1 Zone \$2.10 2 Zones \$3.15 3 Zones \$4.20	Conventional SkyTrain and SeaBus: Stored Value ¹ : All Zones \$2.10						Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**

Single Fare (Concession) on Compass Card* or Compass Ticket* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time. 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	Conventional Bus: Cash: All Zones \$1.75	Conventional Bus: Cash: All Zones \$1.75	No	Valid for unlimited travel through all Zones during the Hours paid for, other than on Bowen Island	Valid for unlimited travel through 1 Zone during the Hours paid for, other than on Bowen Island	\$1.75 credit toward WCE applicable fare	Not valid	Conventional Bus: No Add-Fare required
		Conventional Bus: Stored Value: All Zones \$1.75	Conventional Bus: Stored Value: All Zones \$1.75						
		Conventional SkyTrain and SeaBus: Cash: 1 Zone \$1.75 2 Zones \$2.75 3 Zones \$3.75	Conventional SkyTrain and SeaBus: Cash: All Zones \$1.75			Valid for unlimited travel during the Hours and through the number of Zones paid for, other than on Bowen Island			Conventional SkyTrain and SeaBus: Cash: Add-Fare required**
		Conventional SkyTrain and SeaBus: Stored Value: 1 Zone \$1.75 2 Zones \$2.75 3 Zones \$3.75	Conventional SkyTrain and SeaBus: Stored Value: All Zones \$1.75						Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**

Single Fare (Adult) on Bus Transfer* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Purchaser who holds a Single Fare (Adult)	All Zones \$2.75 (cash only)	All Zones \$2.75 (cash only)	No	Valid for unlimited travel during the Hours paid for, other than on Conventional SkyTrain and SeaBus and Bowen Island	Not Valid	Not valid	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Not Valid
Single Fare (Concession) on Bus Transfer* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	All Zones \$1.75 (cash only)	All Zones \$1.75 (cash only)	No	Valid for unlimited travel during the Hours paid for, other than on Conventional SkyTrain and SeaBus and Bowen Island	Not Valid	Not valid	Not valid	Not Valid
Special Event Ticket on Bus Transfer*, Compass Card* or Compass Ticket* (specified period)	Purchaser	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	No	Valid for unlimited travel during the Hours paid for	Valid for unlimited travel during the Hours and through the number of Zones paid for		Not valid	Add-Fare required**
U-Pass BC on Compass Card* (calendar months)	A U-Pass BC Student who displays a valid student card (together with valid government issue photo identification if no photograph on student card) and holds a valid U-Pass BC on a Compass Card	As determined by the agreement between the post-secondary educational institution, its student society, and TransLink		No	Valid for unlimited travel through all Zones		Valid toward purchase of a WCE Monthly U-Pass or \$2.75 credit toward WCE applicable fare	Valid for an Eligible HandyDART User	No Add-Fare required

War Amputee Pass on Compass Card* (calendar year)	Veterans of WW1 & WW2 who are members of the War Amputees Association and who holds a valid War Amputee Pass with valid identification	N/A	No	Valid for unlimited travel through all Zones		Not valid	No Add-Fare required
West Coast Express (WCE) Service (5 Zones)							
WCE Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid WCE Monthly Pass (Adult)	1 or 2 Zones - \$151.75 ¹ , 3 Zones - \$201.00 ¹ , 4 Zones - \$244.00 ¹ , 5 Zones - \$335.75 ¹	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	No Add-Fare required
WCE Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Monthly Pass (Concession)	1 or 2 Zones - \$93.00 ¹ , 3 Zones - \$124.50 ¹ , 4 Zones - \$154.25 ¹ , 5 Zones - \$217.25 ¹	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid	No Add-Fare required
WCE Monthly U-Pass on Compass Card* (calendar month)	Student of an eligible educational institution who holds a valid student card (together with valid government issue photo identification if no photograph on student card), a valid U-Pass BC and a valid WCE Monthly U-Pass	All Zones - \$94.00 per month ¹ .	No	Valid for unlimited travel through all Zones		Valid for an Eligible HandyDART User	No Add-Fare required

WCE One-Way Fare (Adult) on Compass Card* or Compass Ticket* (120 min. Transfer Time and In-System Time***)	Purchaser who holds a valid WCE One-Way Fare (Adult)	Cash: 1 or 2 Zones - \$5.50 3 Zones - \$7.25 4 Zones - \$9.00 5 Zones - \$12.25	No	Valid for unlimited travel through all Zones during the hours paid for	Valid for unlimited travel in one direction through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	Add-Fare required**
		Stored Value ¹ : 1 or 2 Zones: \$4.60 3 Zones: \$6.05 4 Zones: \$7.45 5 Zones: \$10.20					
WCE One-Way Fare (Concession) on Compass Card* or Compass Ticket* (120 min. Transfer Time and In-System Time***)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid WCE One-Way Fare (Concession)	Cash: 1 or 2 Zones - \$3.25 3 Zones - \$4.25 4 Zones - \$5.50 5 Zones - \$7.50	No	Valid for unlimited travel through all Zones during the hours paid for	Valid for unlimited travel in one direction through the number of Zones paid for	Not valid	Add-Fare required**
		Stored Value ¹ : 1 or 2 Zones: \$2.70 3 Zones: \$3.50 4 Zones: \$4.60 5 Zones: \$6.25					
WCE Return Fare (Adult) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Purchaser who holds a valid WCE Return Fare (Adult)	Cash: 1 or 2 Zones - \$10.25 3 Zones - \$13.75 4 Zones - \$17 5 Zones - \$23	No	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	No Add-Fare required
		Stored Value: 1 or 2 Zones: \$10.00 3 Zones: \$ 13.00 4 Zones: \$16.25 5 Zones: \$22.00					

WCE Return Fare (Concession) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Return Fare (Concession)	Cash: 1 or 2 Zones - \$6.25 3 Zones - \$8.25 4 Zones - \$10.50 5 Zones - \$14.50	No	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid	No Add-Fare required	
		Stored Value: 1 or 2 Zones: \$6.00 3 Zones: \$7.75 4 Zones: \$10.00 5 Zones: \$13.75						
HandyDART Service (10 Zones)								
Cash fare on HandyDART (one-way trip)	Eligible HandyDART User	All Zones - \$2.75	No	Not valid****	Not valid****	Not valid****	Valid for travel through all Zones	No Add-Fare required

- ¹ Indicates a discounted fare in effect for an introductory period as part of the introduction of Compass Card fare media, expiring at such time as determined by TransLink, in its sole discretion.
- * Indicates Proof of Payment.
- ** Canada Line YVR Add-Fare is a short term fare premium over the applicable fare in the amount of \$2.50 each way, which will be collected as a return fare premium of \$5.00 payable at YVR-Airport Station, Templeton Station or Sea Island Centre Station.
- *** For transfers from WCE to Canada Line or Conventional Bus where the Tap In for the transfer to Canada Line or a bus occurs within the initial 120 min. Transfer Time and In-System Time, the passenger will have 90 min. of Transfer Time from the time of Tap In on Canada Line or Conventional Bus.
- **** Eligible HandyDART Users using FareCards/FareSavers or paying cash fare for travel on a HandyDART vehicle will be permitted to transfer onto Conventional Transit or WCE by obtaining valid Compass Fare Media in accordance with subsection 9(c), Part B of the Tariff.

Eligible Person	Conditions	Exemption		
		Conventional Transit	West Coast Express	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations
Any person	None	Exempt from fare payment while travelling between Canada Line stations located on Sea Island	Not exempt from fare payment	N/A
Attendant	Only one Attendant is eligible for the exemption	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder
Child under 5 years of age	Child must be accompanied by a passenger possessing Proof of Payment	Exempt from fare payment, if accompanied by a passenger possessing Proof of Payment who is travelling with fewer than 5 Children under the age of 5		Exempt from Add-Fare
Persons having their regular location of work on Sea Island	Persons must (i) provide proof of eligibility acceptable to TransLink to a dealer as designated by TransLink, and (ii) purchase from such dealer and possess as valid Proof of Payment, a Compass Ticket having the applicable fare	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare
Residents of Burkeville, Richmond	Person who holds and uses as valid Proof of Payment a Sea Island Compass Card, issued to such person by TransLink upon such person providing to TransLink proof of residency acceptable to TransLink, having the applicable fare and with valid identification	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare

Rates, Charges and Cancellation Fees	
<i>Conventional Bus, Community Shuttle and HandyDART Vehicle</i> (includes operator or driver)	\$62.50 per ½ hour or part Minimum charge of \$125.00 Bridge and road tolls, special licence fees and other out-of-pocket expenses extra
Cancellation Fee	\$125.00
WCE train	To be determined by WCE on a case-by-case basis

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED 2017 TARIFF BYLAW

A bylaw to amend the South Coast British Columbia Transportation Authority
2016 Tariff Bylaw Number 111-2016

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

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

1. This By-law may be cited as the "South Coast British Columbia Transportation Authority Proposed 2017 Tariff Bylaw."
2. The South Coast British Columbia Transportation Authority 2016 Tariff Bylaw Number 111-2016 is amended as follows:
 - (a) Appendix "2" – Fare Media: Fares and Proof of Payment attached to this Bylaw as Schedule 2 replaces the Appendix "2" attached to the South Coast British Columbia Transportation Authority 2016 Tariff Bylaw Number 111-2016.
3. This Bylaw comes into force and takes effect on July 1, 2017.

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this _____ day of _____, _____.

Don Rose, Chair

Gigi Chen-Kuo, General Counsel and Corporate Secretary

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Conventional Transit (3 Zones)									
Canadian National Institute for the Blind (CNIB) Pass on Compass Card*	Person with vision impairment who holds a CNIB Pass and displays valid identification	N/A		No	Valid for unlimited travel through all Zones			Not valid	No Add-Fare required
DayPass (Adult) on Compass Card* or Compass Ticket* (on specified date)	Purchaser who holds a valid DayPass (Adult)	All Zones – fare of \$10.00		No	Valid for unlimited travel through all Zones		\$2.85 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Add-Fare required**
DayPass (Concession) on Compass Card* or Compass Ticket* (on specified date)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid DayPass (Concession)	All Zones – fare of \$7.75		No	Valid for unlimited travel through all Zones		\$1.75 credit toward WCE applicable fare	Not valid	Add-Fare required**
Employee Pass on Compass Card* (until revoked or expired)	Employee Pass Holder who holds a valid Employee Pass	N/A		No	Valid for unlimited travel through all Zones			Valid for an Eligible HandyDART User	No Add-Fare required

Exit Ticket* (45 min. Transfer Time, - 120 min. In-System Time)	Purchaser who holds a valid Exit Ticket to exit a Fare Paid Zone	\$5.60	\$2.85	No	Valid for unlimited travel through all Zones during the Hours paid for		\$2.85 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Add-Fare required**
FareCard* – Adult (calendar month)	Eligible HandyDART User who displays a valid Adult FareCard	Conventional Bus and HandyDART: All Zones (1 Zone FareCard) - \$93 per month		Yes	Valid for unlimited travel through all Zones	Not valid****	Not valid****	For an Eligible HandyDART User, valid in all HandyDART Zones	Not Valid
Conventional Bus and HandyDART: 2 Zone FareCard - \$126 per month 3 Zone FareCard - \$172 per month (Available for purchase by Eligible HandyDART Users who may wish to transfer to Conventional Transit and travel more than one zone on Conventional SkyTrain and SeaBus – see Section 9(c), Part B of the Tariff).									

FareSaver – Adult FareSaver* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Purchaser who displays a valid Adult FareSaver that has been validated	Conventional Bus and HandyDART: All Zones (1 Zone FareSaver) - 1 yellow ticket (book of 10, \$22)	No	Valid for unlimited travel through all Zones during the Hours paid for	Not valid****	Not valid****	For an Eligible HandyDART User, valid in all HandyDART Zones	Not Valid
		Conventional Bus and HandyDART: 2 Zone FareSaver - 1 red ticket (book of 10, \$32.50) 3 Zone FareSaver - 1 green ticket (book of 10, \$43) (No longer available for sale to the general public but accepted as valid Proof of Payment on Conventional Bus and for Eligible HandyDART Users on HandyDART. Available for purchase by Eligible HandyDART Users who may wish to transfer to Conventional SkyTrain and SeaBus and travel more than one zone – see Section 9(c), Part B of the Tariff).						
FareSaver – Concession FareSaver* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who displays a valid Concession FareSaver that has been validated	Conventional Bus: All Zones – 1 brown ticket (book of 10, \$18)	No	Valid for unlimited travel through all Zones during the Hours paid for	Not valid	Not valid	Not valid	Not Valid

Government Bus Pass on Compass Card*	Eligible person, as determined by the Province of BC, who holds a valid Government Bus Pass issued by TransLink with valid identification	Purchased by the Province of BC from TransLink and sold directly to eligible persons by the Province, at a user cost determined by the Province		No	Valid for unlimited travel through all Zones		Eligible for WCE Concession fare	Not valid	No Add-Fare required
Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid Monthly Pass (Adult)	Conventional Bus: All Zones - \$93 per month	Conventional Bus: All Zones - \$93 per month	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through 1 Zone	\$2.85 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	No Add-Fare required
		Conventional SkyTrain and SeaBus: 1 Zone - \$93 2 Zones - \$126 3 Zones - \$172 per month	Conventional SkyTrain and SeaBus: All Zones - \$93 per month			Valid for unlimited travel through the number of Zones paid for			
Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid Monthly Pass (Concession)	All Zones - \$53.00 per month		Yes	Valid for unlimited travel through all Zones		\$1.75 credit toward WCE applicable fare	Not valid	No Add-Fare required
MultiPass on Compass Card* or Compass Ticket* (specified dates)	Members of delegations with a specific business interest in transit matters or officials of other transit agencies, all as approved by the Director, Compass Operations	N/A for officials of other transit agencies \$6.50 per pass (if > 500 passes purchased per day); \$5.50 per pass (if > 5,000 purchased per day)		No	Valid for unlimited travel through all Zones		\$2.85 credit toward WCE applicable fare	Not valid	No Add-Fare required

Single Fare (Adult) on Compass Card* or Compass Ticket* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time. 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Purchaser who holds a Single Fare (Adult)	Conventional Bus: Cash: All Zones \$2.85	Conventional Bus: Cash: All Zones \$2.85	No	Valid for unlimited travel through all Zones during the Hours paid for, other than on Bowen Island	Valid for unlimited travel through 1 Zone during the Hours paid for, other than on Bowen Island	\$2.85 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Conventional Bus: No Add-Fare required
		Conventional Bus: Stored Value ¹ : All Zones \$2.20	Conventional Bus: Stored Value ¹ : All Zones \$2.20						
		Conventional SkyTrain and SeaBus: Cash: 1 Zone \$2.85 2 Zones \$4.10 3 Zones \$5.60	Conventional SkyTrain and SeaBus: Cash: All Zones \$2.85			Valid for unlimited travel during the Hours and through the number of Zones paid for, other than on Bowen Island			Conventional SkyTrain and SeaBus: Cash: Add-Fare required**
		Conventional SkyTrain and SeaBus: Stored Value ¹ : 1 Zone \$2.20 2 Zones \$3.25 3 Zones \$4.30	Conventional SkyTrain and SeaBus: Stored Value ¹ : All Zones \$2.20						Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**

Single Fare (Concession) on Compass Card* or Compass Ticket* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time. 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	Conventional Bus: Cash: All Zones \$1.80	Conventional Bus: Cash: All Zones \$1.80	No	Valid for unlimited travel through all Zones during the Hours paid for, other than on Bowen Island	Valid for unlimited travel through 1 Zone during the Hours paid for, other than on Bowen Island	\$1.75 credit toward WCE applicable fare	Not valid	Conventional Bus: No Add-Fare required
		Conventional Bus: Stored Value: All Zones \$1.80	Conventional Bus: Stored Value: All Zones \$1.80						
		Conventional SkyTrain and SeaBus: Cash: 1 Zone \$1.80 2 Zones \$2.80 3 Zones \$3.80	Conventional SkyTrain and SeaBus: Cash: All Zones \$1.80			Valid for unlimited travel during the Hours and through the number of Zones paid for, other than on Bowen Island			Conventional SkyTrain and SeaBus: Cash: Add-Fare required**
		Conventional SkyTrain and SeaBus: Stored Value: 1 Zone \$1.80 2 Zones \$2.80 3 Zones \$3.80	Conventional SkyTrain and SeaBus: Stored Value: All Zones \$1.80						Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**

Single Fare (Adult) on Bus Transfer* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Purchaser who holds a Single Fare (Adult)	All Zones \$2.85 (cash only)	All Zones \$2.85 (cash only)	No	Valid for unlimited travel during the Hours paid for, other than on Conventional SkyTrain and SeaBus and Bowen Island	Not Valid	Not valid	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Not Valid
Single Fare (Concession) on Bus Transfer* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	All Zones \$1.80 (cash only)	All Zones \$1.80 (cash only)	No	Valid for unlimited travel during the Hours paid for, other than on Conventional SkyTrain and SeaBus and Bowen Island	Not Valid	Not valid	Not valid	Not Valid
Special Event Ticket on Bus Transfer*, Compass Card* or Compass Ticket* (specified period)	Purchaser	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	No	Valid for unlimited travel during the Hours paid for	Valid for unlimited travel during the Hours and through the number of Zones paid for		Not valid	Add-Fare required**
U-Pass BC on Compass Card* (calendar months)	A U-Pass BC Student who displays a valid student card (together with valid government issue photo identification if no photograph on student card) and holds a valid U-Pass BC on a Compass Card	As determined by the agreement between the post-secondary educational institution, its student society, and TransLink		No	Valid for unlimited travel through all Zones		Valid toward purchase of a WCE Monthly U-Pass or \$2.85 credit toward WCE applicable fare	Valid for an Eligible HandyDART User	No Add-Fare required

War Amputee Pass on Compass Card* (calendar year)	Veterans of WW1 & WW2 who are members of the War Amputees Association and who holds a valid War Amputee Pass with valid identification	N/A	No	Valid for unlimited travel through all Zones		Not valid	No Add-Fare required
West Coast Express (WCE) Service (5 Zones)							
WCE Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid WCE Monthly Pass (Adult)	1 or 2 Zones - \$153.75 ¹ , 3 Zones - \$203 ¹ , 4 Zones - \$246 ¹ , 5 Zones - \$337.75 ¹	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	No Add-Fare required
WCE Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Monthly Pass (Concession)	1 or 2 Zones - \$94 ¹ , 3 Zones - \$125.50 ¹ , 4 Zones - \$155.25 ¹ , 5 Zones - \$218.25 ¹	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid	No Add-Fare required
WCE Monthly U-Pass on Compass Card* (calendar month)	Student of an eligible educational institution who holds a valid student card (together with valid government issue photo identification if no photograph on student card), a valid U-Pass BC and a valid WCE Monthly U-Pass	All Zones - \$96.00 per month ¹ .	No	Valid for unlimited travel through all Zones		Valid for an Eligible HandyDART User	No Add-Fare required

WCE One-Way Fare (Adult) on Compass Card* or Compass Ticket* (120 min. Transfer Time and In-System Time***)	Purchaser who holds a valid WCE One-Way Fare (Adult)	Cash: 1 or 2 Zones - \$5.60 3 Zones - \$7.35 4 Zones - \$9.10 5 Zones - \$12.35	No	Valid for unlimited travel through all Zones during the hours paid for	Valid for unlimited travel in one direction through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	Add-Fare required**
		Stored Value ¹ : 1 or 2 Zones: \$4.70 3 Zones: \$6.15 4 Zones: \$7.55 5 Zones: \$10.30					
WCE One-Way Fare (Concession) on Compass Card* or Compass Ticket* (120 min. Transfer Time and In-System Time***)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid WCE One-Way Fare (Concession)	Cash: 1 or 2 Zones - \$3.30 3 Zones - \$4.30 4 Zones - \$5.55 5 Zones - \$7.55	No	Valid for unlimited travel through all Zones during the hours paid for	Valid for unlimited travel in one direction through the number of Zones paid for	Not valid	Add-Fare required**
		Stored Value ¹ : 1 or 2 Zones: \$2.75 3 Zones: \$3.55 4 Zones: \$4.65 5 Zones: \$6.30					
WCE Return Fare (Adult) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Purchaser who holds a valid WCE Return Fare (Adult)	Cash: 1 or 2 Zones - \$10.50 3 Zones - \$14 4 Zones - \$17.25 5 Zones - \$23.25	No	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	No Add-Fare required
		Stored Value: 1 or 2 Zones: \$10.25 3 Zones: \$ 13.25 4 Zones: \$16.50 5 Zones: \$22.25					

WCE Return Fare (Concession) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Return Fare (Concession)	Cash: 1 or 2 Zones - \$6.50 3 Zones - \$8.50 4 Zones - \$10.75 5 Zones - \$14.75	No	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid	No Add-Fare required	
		Stored Value: 1 or 2 Zones: \$6.25 3 Zones: \$8 4 Zones: \$10.25 5 Zones: \$14						
HandyDART Service (10 Zones)								
Cash fare on HandyDART (one-way trip)	Eligible HandyDART User	All Zones - \$2.85	No	Not valid****	Not valid****	Not valid****	Valid for travel through all Zones	No Add-Fare required

- ¹ Indicates a discounted fare in effect for an introductory period as part of the introduction of Compass Card fare media, expiring at such time as determined by TransLink, in its sole discretion.
- * Indicates Proof of Payment.
- ** Canada Line YVR Add-Fare is a short term fare premium over the applicable fare in the amount of \$2.50 each way, which will be collected as a return fare premium of \$5.00 payable at YVR-Airport Station, Templeton Station or Sea Island Centre Station.
- *** For transfers from WCE to Canada Line or Conventional Bus where the Tap In for the transfer to Canada Line or a bus occurs within the initial 120 min. Transfer Time and In-System Time, the passenger will have 90 min. of Transfer Time from the time of Tap In on Canada Line or Conventional Bus.
- **** Eligible HandyDART Users using FareCards/FareSavers or paying cash fare for travel on a HandyDART vehicle will be permitted to transfer onto Conventional Transit or WCE by obtaining valid Compass Fare Media in accordance with subsection 9(c), Part B of the Tariff.

Eligible Person	Conditions	Exemption		
		Conventional Transit	West Coast Express	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations
Any person	None	Exempt from fare payment while travelling between Canada Line stations located on Sea Island	Not exempt from fare payment	N/A
Attendant	Only one Attendant is eligible for the exemption	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder
Child under 5 years of age	Child must be accompanied by a passenger possessing Proof of Payment	Exempt from fare payment, if accompanied by a passenger possessing Proof of Payment who is travelling with fewer than 5 Children under the age of 5		Exempt from Add-Fare
Persons having their regular location of work on Sea Island	Persons must (i) provide proof of eligibility acceptable to TransLink to a dealer as designated by TransLink, and (ii) purchase from such dealer and possess as valid Proof of Payment, a Compass Ticket having the applicable fare	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare
Residents of Burkeville, Richmond	Person who holds and uses as valid Proof of Payment a Sea Island Compass Card, issued to such person by TransLink upon such person providing to TransLink proof of residency acceptable to TransLink, having the applicable fare and with valid identification	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare

Rates, Charges and Cancellation Fees	
Conventional Bus, Community Shuttle and HandyDART Vehicle (includes operator or driver)	\$62.50 per ½ hour or part Minimum charge of \$125.00 Bridge and road tolls, special licence fees and other out-of-pocket expenses extra
Cancellation Fee	\$125.00
WCE train	To be determined by WCE on a case-by-case basis

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED 2018 TARIFF BYLAW

A bylaw to amend the South Coast British Columbia Transportation Authority
Proposed 2017 Tariff Bylaw

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

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

1. This By-law may be cited as the “South Coast British Columbia Transportation Authority Proposed 2018 Tariff Bylaw.”
2. The South Coast British Columbia Transportation Authority Proposed 2017 Tariff Bylaw is amended as follows:
 - (a) Appendix “2” – Fare Media: Fares and Proof of Payment attached to this Bylaw as Schedule 2 replaces the Appendix “2” attached to the South Coast British Columbia Transportation Authority Proposed 2017 Tariff Bylaw.
3. This Bylaw comes into force and takes effect on July 1, 2018.

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this _____ day of _____, _____.

Don Rose, Chair

Gigi Chen-Kuo, General Counsel and Corporate Secretary

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Conventional Transit (3 Zones)									
Canadian National Institute for the Blind (CNIB) Pass on Compass Card*	Person with vision impairment who holds a CNIB Pass and displays valid identification	N/A		No	Valid for unlimited travel through all Zones			Not valid	No Add-Fare required
DayPass (Adult) on Compass Card* or Compass Ticket* (on specified date)	Purchaser who holds a valid DayPass (Adult)	All Zones – fare of \$10.25		No	Valid for unlimited travel through all Zones		\$2.95 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Add-Fare required**
DayPass (Concession) on Compass Card* or Compass Ticket* (on specified date)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid DayPass (Concession)	All Zones – fare of \$8		No	Valid for unlimited travel through all Zones		\$1.75 credit toward WCE applicable fare	Not valid	Add-Fare required**
Employee Pass on Compass Card* (until revoked or expired)	Employee Pass Holder who holds a valid Employee Pass	N/A		No	Valid for unlimited travel through all Zones			Valid for an Eligible HandyDART User	No Add-Fare required

Exit Ticket* (45 min. Transfer Time, - 120 min. In-System Time)	Purchaser who holds a valid Exit Ticket to exit a Fare Paid Zone	\$5.70	\$2.95	No	Valid for unlimited travel through all Zones during the Hours paid for		\$2.95 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Add-Fare required**
FareCard* – Adult (calendar month)	Eligible HandyDART User who displays a valid Adult FareCard	Conventional Bus and HandyDART: All Zones (1 Zone FareCard) - \$95 per month		Yes	Valid for unlimited travel through all Zones	Not valid****	Not valid****	For an Eligible HandyDART User, valid in all HandyDART Zones	Not Valid
Conventional Bus and HandyDART: 2 Zone FareCard - \$128 per month 3 Zone FareCard - \$174 per month (Available for purchase by Eligible HandyDART Users who may wish to transfer to Conventional Transit and travel more than one zone on Conventional SkyTrain and SeaBus – see Section 9(c), Part B of the Tariff).									

FareSaver – Adult FareSaver* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Purchaser who displays a valid Adult FareSaver that has been validated	Conventional Bus and HandyDART: All Zones (1 Zone FareSaver) - 1 yellow ticket (book of 10, \$23)	No	Valid for unlimited travel through all Zones during the Hours paid for	Not valid****	Not valid****	For an Eligible HandyDART User, valid in all HandyDART Zones	Not Valid
		Conventional Bus and HandyDART: 2 Zone FareSaver - 1 red ticket (book of 10, \$33.50) 3 Zone FareSaver - 1 green ticket (book of 10, \$44) (No longer available for sale to the general public but accepted as valid Proof of Payment on Conventional Bus and for Eligible HandyDART Users on HandyDART. Available for purchase by Eligible HandyDART Users who may wish to transfer to Conventional SkyTrain and SeaBus and travel more than one zone – see Section 9(c), Part B of the Tariff).						
FareSaver – Concession FareSaver* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who displays a valid Concession FareSaver that has been validated	Conventional Bus: All Zones – 1 brown ticket (book of 10, \$18.50)	No	Valid for unlimited travel through all Zones during the Hours paid for	Not valid	Not valid	Not valid	Not Valid

Government Bus Pass on Compass Card*	Eligible person, as determined by the Province of BC, who holds a valid Government Bus Pass issued by TransLink with valid identification	Purchased by the Province of BC from TransLink and sold directly to eligible persons by the Province, at a user cost determined by the Province		No	Valid for unlimited travel through all Zones		Eligible for WCE Concession fare	Not valid	No Add-Fare required
Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid Monthly Pass (Adult)	Conventional Bus: All Zones - \$95 per month	Conventional Bus: All Zones - \$95 per month	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through 1 Zone	\$2.95 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	No Add-Fare required
		Conventional SkyTrain and SeaBus: 1 Zone - \$95 2 Zones - \$128 3 Zones - \$174 per month	Conventional SkyTrain and SeaBus: All Zones - \$95 per month			Valid for unlimited travel through the number of Zones paid for			
Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid Monthly Pass (Concession)	All Zones - \$54 per month		Yes	Valid for unlimited travel through all Zones		\$1.75 credit toward WCE applicable fare	Not valid	No Add-Fare required
MultiPass on Compass Card* or Compass Ticket* (specified dates)	Members of delegations with a specific business interest in transit matters or officials of other transit agencies, all as approved by the Director, Compass Operations	N/A for officials of other transit agencies \$6.50 per pass (if > 500 passes purchased per day); \$5.50 per pass (if > 5,000 purchased per day)		No	Valid for unlimited travel through all Zones		\$2.95 credit toward WCE applicable fare	Not valid	No Add-Fare required

Single Fare (Adult) on Compass Card* or Compass Ticket* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time. 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Purchaser who holds a Single Fare (Adult)	Conventional Bus: Cash: All Zones \$2.95	Conventional Bus: Cash: All Zones \$2.95	No	Valid for unlimited travel through all Zones during the Hours paid for, other than on Bowen Island	Valid for unlimited travel through 1 Zone during the Hours paid for, other than on Bowen Island	\$2.95 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Conventional Bus: No Add-Fare required
		Conventional Bus: Stored Value ¹ : All Zones \$2.30	Conventional Bus: Stored Value ¹ : All Zones \$2.30						
		Conventional SkyTrain and SeaBus: Cash: 1 Zone \$2.95 2 Zones \$4.20 3 Zones \$5.70	Conventional SkyTrain and SeaBus: Cash: All Zones \$2.95			Valid for unlimited travel during the Hours and through the number of Zones paid for, other than on Bowen Island			Conventional SkyTrain and SeaBus: Cash: Add-Fare required**
		Conventional SkyTrain and SeaBus: Stored Value ¹ : 1 Zone \$2.30 2 Zones \$3.35 3 Zones \$4.40	Conventional SkyTrain and SeaBus: Stored Value ¹ : All Zones \$2.30						Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**

Single Fare (Concession) on Compass Card* or Compass Ticket* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time. 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	Conventional Bus: Cash: All Zones \$1.90	Conventional Bus: Cash: All Zones \$1.90	No	Valid for unlimited travel through all Zones during the Hours paid for, other than on Bowen Island	Valid for unlimited travel through 1 Zone during the Hours paid for, other than on Bowen Island	\$1.75 credit toward WCE applicable fare	Not valid	Conventional Bus: No Add-Fare required
		Conventional Bus: Stored Value: All Zones \$1.85	Conventional Bus: Stored Value: All Zones \$1.85						
		Conventional SkyTrain and SeaBus: Cash: 1 Zone \$1.90 2 Zones \$2.90 3 Zones \$3.90	Conventional SkyTrain and SeaBus: Cash: All Zones \$1.90			Valid for unlimited travel during the Hours and through the number of Zones paid for, other than on Bowen Island			Conventional SkyTrain and SeaBus: Cash: Add-Fare required**
		Conventional SkyTrain and SeaBus: Stored Value: 1 Zone \$1.85 2 Zones \$2.85 3 Zones \$3.85	Conventional SkyTrain and SeaBus: Stored Value: All Zones \$1.85						Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**

Single Fare (Adult) on Bus Transfer* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Purchaser who holds a Single Fare (Adult)	All Zones \$2.95 (cash only)	All Zones \$2.95 (cash only)	No	Valid for unlimited travel during the Hours paid for, other than on Conventional SkyTrain and SeaBus and Bowen Island	Not Valid	Not valid	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Not Valid
Single Fare (Concession) on Bus Transfer* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	All Zones \$1.90 (cash only)	All Zones \$1.90 (cash only)	No	Valid for unlimited travel during the Hours paid for, other than on Conventional SkyTrain and SeaBus and Bowen Island	Not Valid	Not valid	Not valid	Not Valid
Special Event Ticket on Bus Transfer*, Compass Card* or Compass Ticket* (specified period)	Purchaser	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	No	Valid for unlimited travel during the Hours paid for	Valid for unlimited travel during the Hours and through the number of Zones paid for		Not valid	Add-Fare required**
U-Pass BC on Compass Card* (calendar months)	A U-Pass BC Student who displays a valid student card (together with valid government issue photo identification if no photograph on student card) and holds a valid U-Pass BC on a Compass Card	As determined by the agreement between the post-secondary educational institution, its student society, and TransLink		No	Valid for unlimited travel through all Zones		Valid toward purchase of a WCE Monthly U-Pass or \$2.95 credit toward WCE applicable fare	Valid for an Eligible HandyDART User	No Add-Fare required

War Amputee Pass on Compass Card* (calendar year)	Veterans of WW1 & WW2 who are members of the War Amputees Association and who holds a valid War Amputee Pass with valid identification	N/A	No	Valid for unlimited travel through all Zones		Not valid	No Add-Fare required
West Coast Express (WCE) Service (5 Zones)							
WCE Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid WCE Monthly Pass (Adult)	1 or 2 Zones - \$155.75 ¹ , 3 Zones - \$205 ¹ , 4 Zones - \$248 ¹ , 5 Zones - \$339.75 ¹	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	No Add-Fare required
WCE Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Monthly Pass (Concession)	1 or 2 Zones - \$95 ¹ , 3 Zones - \$126.50 ¹ , 4 Zones - \$156.25 ¹ , 5 Zones - \$219.25 ¹	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid	No Add-Fare required
WCE Monthly U-Pass on Compass Card* (calendar month)	Student of an eligible educational institution who holds a valid student card (together with valid government issue photo identification if no photograph on student card), a valid U-Pass BC and a valid WCE Monthly U-Pass	All Zones - \$98 per month ¹ .	No	Valid for unlimited travel through all Zones		Valid for an Eligible HandyDART User	No Add-Fare required

WCE One-Way Fare (Adult) on Compass Card* or Compass Ticket* (120 min. Transfer Time and In-System Time***)	Purchaser who holds a valid WCE One-Way Fare (Adult)	Cash: 1 or 2 Zones - \$5.70 3 Zones - \$7.45 4 Zones - \$9.20 5 Zones - \$12.45	No	Valid for unlimited travel through all Zones during the hours paid for	Valid for unlimited travel in one direction through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	Add-Fare required**
		Stored Value ¹ : 1 or 2 Zones: \$4.80 3 Zones: \$6.25 4 Zones: \$7.65 5 Zones: \$10.40					
WCE One-Way Fare (Concession) on Compass Card* or Compass Ticket* (120 min. Transfer Time and In-System Time***)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid WCE One-Way Fare (Concession)	Cash: 1 or 2 Zones - \$3.40 3 Zones - \$4.40 4 Zones - \$5.65 5 Zones - \$7.65	No	Valid for unlimited travel through all Zones during the hours paid for	Valid for unlimited travel in one direction through the number of Zones paid for	Not valid	Add-Fare required**
		Stored Value ¹ : 1 or 2 Zones: \$2.80 3 Zones: \$3.60 4 Zones: \$4.70 5 Zones: \$6.35					
WCE Return Fare (Adult) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Purchaser who holds a valid WCE Return Fare (Adult)	Cash: 1 or 2 Zones - \$10.75 3 Zones - \$14.25 4 Zones - \$17.50 5 Zones - \$23.50	No	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	No Add-Fare required
		Stored Value: 1 or 2 Zones: \$10.50 3 Zones: \$ 13.50 4 Zones: \$16.75 5 Zones: \$22.50					

WCE Return Fare (Concession) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Return Fare (Concession)	Cash: 1 or 2 Zones - \$6.75 3 Zones - \$8.75 4 Zones - \$11 5 Zones - \$15	No	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid	No Add-Fare required	
		Stored Value: 1 or 2 Zones: \$6.50 3 Zones: \$8.25 4 Zones: \$10.50 5 Zones: \$14.25						
HandyDART Service (10 Zones)								
Cash fare on HandyDART (one-way trip)	Eligible HandyDART User	All Zones - \$2.95	No	Not valid****	Not valid****	Not valid****	Valid for travel through all Zones	No Add-Fare required

- ¹ Indicates a discounted fare in effect for an introductory period as part of the introduction of Compass Card fare media, expiring at such time as determined by TransLink, in its sole discretion.
- * Indicates Proof of Payment.
- ** Canada Line YVR Add-Fare is a short term fare premium over the applicable fare in the amount of \$2.50 each way, which will be collected as a return fare premium of \$5.00 payable at YVR-Airport Station, Templeton Station or Sea Island Centre Station.
- *** For transfers from WCE to Canada Line or Conventional Bus where the Tap In for the transfer to Canada Line or a bus occurs within the initial 120 min. Transfer Time and In-System Time, the passenger will have 90 min. of Transfer Time from the time of Tap In on Canada Line or Conventional Bus.
- **** Eligible HandyDART Users using FareCards/FareSavers or paying cash fare for travel on a HandyDART vehicle will be permitted to transfer onto Conventional Transit or WCE by obtaining valid Compass Fare Media in accordance with subsection 9(c), Part B of the Tariff.

Eligible Person	Conditions	Exemption		
		Conventional Transit	West Coast Express	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations
Any person	None	Exempt from fare payment while travelling between Canada Line stations located on Sea Island	Not exempt from fare payment	N/A
Attendant	Only one Attendant is eligible for the exemption	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder
Child under 5 years of age	Child must be accompanied by a passenger possessing Proof of Payment	Exempt from fare payment, if accompanied by a passenger possessing Proof of Payment who is travelling with fewer than 5 Children under the age of 5		Exempt from Add-Fare
Persons having their regular location of work on Sea Island	Persons must (i) provide proof of eligibility acceptable to TransLink to a dealer as designated by TransLink, and (ii) purchase from such dealer and possess as valid Proof of Payment, a Compass Ticket having the applicable fare	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare
Residents of Burkeville, Richmond	Person who holds and uses as valid Proof of Payment a Sea Island Compass Card, issued to such person by TransLink upon such person providing to TransLink proof of residency acceptable to TransLink, having the applicable fare and with valid identification	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare

Rates, Charges and Cancellation Fees	
Conventional Bus, Community Shuttle and HandyDART Vehicle (includes operator or driver)	\$62.50 per ½ hour or part Minimum charge of \$125.00 Bridge and road tolls, special licence fees and other out-of-pocket expenses extra
Cancellation Fee	\$125.00
WCE train	To be determined by WCE on a case-by-case basis

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED 2019 TARIFF BYLAW

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

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

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

1. This By-law may be cited as the "South Coast British Columbia Transportation Authority Proposed 2019 Tariff Bylaw."
2. The South Coast British Columbia Transportation Authority Proposed 2018 Tariff Bylaw is amended as follows:
 - (a) Appendix "2" – Fare Media: Fares and Proof of Payment attached to this Bylaw as Schedule 2 replaces the Appendix "2" attached to the South Coast British Columbia Transportation Authority Proposed 2018 Tariff Bylaw.
3. This Bylaw comes into force and takes effect on July 1, 2019.

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this _____ day of _____, _____.

Don Rose, Chair

Gigi Chen-Kuo, General Counsel and Corporate Secretary

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions				
					Conventional Bus (3 Zones)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	HandyDART (10 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Conventional Transit (3 Zones)									
Canadian National Institute for the Blind (CNIB) Pass on Compass Card*	Person with vision impairment who holds a CNIB Pass and displays valid identification	N/A		No	Valid for unlimited travel through all Zones			Not valid	No Add-Fare required
DayPass (Adult) on Compass Card* or Compass Ticket* (on specified date)	Purchaser who holds a valid DayPass (Adult)	All Zones – fare of \$10.50		No	Valid for unlimited travel through all Zones	\$3 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Add-Fare required**	
DayPass (Concession) on Compass Card* or Compass Ticket* (on specified date)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid DayPass (Concession)	All Zones – fare of \$8.25		No	Valid for unlimited travel through all Zones	\$1.75 credit toward WCE applicable fare	Not valid	Add-Fare required**	
Employee Pass on Compass Card* (until revoked or expired)	Employee Pass Holder who holds a valid Employee Pass	N/A		No	Valid for unlimited travel through all Zones			Valid for an Eligible HandyDART User	No Add-Fare required

Exit Ticket* (45 min. Transfer Time, - 120 min. In-System Time)	Purchaser who holds a valid Exit Ticket to exit a Fare Paid Zone	\$5.75	\$3	No	Valid for unlimited travel through all Zones during the Hours paid for		\$3 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Add-Fare required**
FareCard* – Adult (calendar month)	Eligible HandyDART User who displays a valid Adult FareCard	Conventional Bus and HandyDART: All Zones (1 Zone FareCard) - \$98 per month		Yes	Valid for unlimited travel through all Zones	Not valid****	Not valid****	For an Eligible HandyDART User, valid in all HandyDART Zones	Not Valid
Conventional Bus and HandyDART: 2 Zone FareCard - \$131 per month 3 Zone FareCard - \$177 per month (Available for purchase by Eligible HandyDART Users who may wish to transfer to Conventional Transit and travel more than one zone on Conventional SkyTrain and SeaBus – see Section 9(c), Part B of the Tariff).									

FareSaver – Adult FareSaver* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Purchaser who displays a valid Adult FareSaver that has been validated	Conventional Bus and HandyDART: All Zones (1 Zone FareSaver) - 1 yellow ticket (book of 10, \$24)	No	Valid for unlimited travel through all Zones during the Hours paid for	Not valid****	Not valid****	For an Eligible HandyDART User, valid in all HandyDART Zones	Not Valid
		Conventional Bus and HandyDART: 2 Zone FareSaver - 1 red ticket (book of 10, \$34.50) 3 Zone FareSaver - 1 green ticket (book of 10, \$45) (No longer available for sale to the general public but accepted as valid Proof of Payment on Conventional Bus and for Eligible HandyDART Users on HandyDART. Available for purchase by Eligible HandyDART Users who may wish to transfer to Conventional SkyTrain and SeaBus and travel more than one zone – see Section 9(c), Part B of the Tariff).						
FareSaver – Concession FareSaver* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who displays a valid Concession FareSaver that has been validated	Conventional Bus: All Zones – 1 brown ticket (book of 10, \$19.50)	No	Valid for unlimited travel through all Zones during the Hours paid for	Not valid	Not valid	Not valid	Not Valid

Government Bus Pass on Compass Card*	Eligible person, as determined by the Province of BC, who holds a valid Government Bus Pass issued by TransLink with valid identification	Purchased by the Province of BC from TransLink and sold directly to eligible persons by the Province, at a user cost determined by the Province		No	Valid for unlimited travel through all Zones		Eligible for WCE Concession fare	Not valid	No Add-Fare required
Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid Monthly Pass (Adult)	Conventional Bus: All Zones - \$98 per month	Conventional Bus: All Zones - \$98 per month	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through 1 Zone	\$3 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	No Add-Fare required
		Conventional SkyTrain and SeaBus: 1 Zone - \$98 2 Zones - \$131 3 Zones - \$177 per month	Conventional SkyTrain and SeaBus: All Zones - \$98 per month			Valid for unlimited travel through the number of Zones paid for			
Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid Monthly Pass (Concession)	All Zones - \$56 per month		Yes	Valid for unlimited travel through all Zones		\$1.75 credit toward WCE applicable fare	Not valid	No Add-Fare required
MultiPass on Compass Card* or Compass Ticket* (specified dates)	Members of delegations with a specific business interest in transit matters or officials of other transit agencies, all as approved by the Director, Compass Operations	N/A for officials of other transit agencies \$6.75 per pass (if > 500 passes purchased per day); \$5.75 per pass (if > 5,000 purchased per day)		No	Valid for unlimited travel through all Zones		\$3 credit toward WCE applicable fare	Not valid	No Add-Fare required

Single Fare (Adult) on Compass Card* or Compass Ticket* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time. 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Purchaser who holds a Single Fare (Adult)	Conventional Bus: Cash: All Zones \$3	Conventional Bus: Cash: All Zones \$3	No	Valid for unlimited travel through all Zones during the Hours paid for, other than on Bowen Island	Valid for unlimited travel through 1 Zone during the Hours paid for, other than on Bowen Island	\$3 credit toward WCE applicable fare	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Conventional Bus: No Add-Fare required		
		Conventional Bus: Stored Value ¹ : All Zones \$2.40	Conventional Bus: Stored Value ¹ : All Zones \$2.40			Valid for unlimited travel during the Hours and through the number of Zones paid for, other than on Bowen Island			Conventional SkyTrain and SeaBus: Cash: 1 Zone \$3 2 Zones \$4.25 3 Zones \$5.75	Conventional SkyTrain and SeaBus: Cash: All Zones \$3	Conventional SkyTrain and SeaBus: Cash: Add-Fare required**
		Conventional SkyTrain and SeaBus: Stored Value ¹ : 1 Zone \$2.40 2 Zones \$3.45 3 Zones \$4.50	Conventional SkyTrain and SeaBus: Stored Value ¹ : All Zones \$2.40						Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**		

Single Fare (Concession) on Compass Card* or Compass Ticket* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time. 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	Conventional Bus: Cash: All Zones \$2	Conventional Bus: Cash: All Zones \$2	No	Valid for unlimited travel through all Zones during the Hours paid for, other than on Bowen Island	Valid for unlimited travel through 1 Zone during the Hours paid for, other than on Bowen Island	\$1.75 credit toward WCE applicable fare	Not valid	Conventional Bus: No Add-Fare required
		Conventional Bus: Stored Value: All Zones \$1.95	Conventional Bus: Stored Value: All Zones \$1.95						
		Conventional SkyTrain and SeaBus: Cash: 1 Zone \$2 2 Zones \$3 3 Zones \$4	Conventional SkyTrain and SeaBus: Cash: All Zones \$2			Valid for unlimited travel during the Hours and through the number of Zones paid for, other than on Bowen Island			Conventional SkyTrain and SeaBus: Cash: Add-Fare required**
		Conventional SkyTrain and SeaBus: Stored Value: 1 Zone \$1.95 2 Zones \$2.95 3 Zones \$3.95	Conventional SkyTrain and SeaBus: Stored Value: All Zones \$1.95						Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**

Single Fare (Adult) on Bus Transfer* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Purchaser who holds a Single Fare (Adult)	All Zones \$3 (cash only)	All Zones \$3 (cash only)	No	Valid for unlimited travel during the Hours paid for, other than on Conventional SkyTrain and SeaBus and Bowen Island	Not Valid	Not valid	Not valid, except for Eligible HandyDART Users transferring from Conventional Transit to HandyDART	Not Valid
Single Fare (Concession) on Bus Transfer* (90 min. Transfer Time, except Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	All Zones \$2 (cash only)	All Zones \$2 (cash only)	No	Valid for unlimited travel during the Hours paid for, other than on Conventional SkyTrain and SeaBus and Bowen Island	Not Valid	Not valid	Not valid	Not Valid
Special Event Ticket on Bus Transfer*, Compass Card* or Compass Ticket* (specified period)	Purchaser	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	No	Valid for unlimited travel during the Hours paid for	Valid for unlimited travel during the Hours and through the number of Zones paid for		Not valid	Add-Fare required**
U-Pass BC on Compass Card* (calendar months)	A U-Pass BC Student who displays a valid student card (together with valid government issue photo identification if no photograph on student card) and holds a valid U-Pass BC on a Compass Card	As determined by the agreement between the post-secondary educational institution, its student society, and TransLink		No	Valid for unlimited travel through all Zones		Valid toward purchase of a WCE Monthly U-Pass or \$3 credit toward WCE applicable fare	Valid for an Eligible HandyDART User	No Add-Fare required

War Amputee Pass on Compass Card* (calendar year)	Veterans of WW1 & WW2 who are members of the War Amputees Association and who holds a valid War Amputee Pass with valid identification	N/A	No	Valid for unlimited travel through all Zones		Not valid	No Add-Fare required
West Coast Express (WCE) Service (5 Zones)							
WCE Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid WCE Monthly Pass (Adult)	1 or 2 Zones - \$158.75 ¹ , 3 Zones - \$208 ¹ , 4 Zones - \$251 ¹ , 5 Zones - \$342.75 ¹	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	No Add-Fare required
WCE Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Monthly Pass (Concession)	1 or 2 Zones - \$97 ¹ , 3 Zones - \$128.50 ¹ , 4 Zones - \$158.25 ¹ , 5 Zones - \$221.25 ¹	Yes	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid	No Add-Fare required
WCE Monthly U-Pass on Compass Card* (calendar month)	Student of an eligible educational institution who holds a valid student card (together with valid government issue photo identification if no photograph on student card), a valid U-Pass BC and a valid WCE Monthly U-Pass	All Zones - \$100 per month ¹ .	No	Valid for unlimited travel through all Zones		Valid for an Eligible HandyDART User	No Add-Fare required

WCE One-Way Fare (Adult) on Compass Card* or Compass Ticket* (120 min. Transfer Time and In-System Time***)	Purchaser who holds a valid WCE One-Way Fare (Adult)	Cash: 1 or 2 Zones - \$5.75 3 Zones - \$7.50 4 Zones - \$9.25 5 Zones - \$12.50	No	Valid for unlimited travel through all Zones during the hours paid for	Valid for unlimited travel in one direction through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	Add-Fare required**
		Stored Value ¹ : 1 or 2 Zones: \$4.90 3 Zones: \$6.35 4 Zones: \$7.75 5 Zones: \$10.50					
WCE One-Way Fare (Concession) on Compass Card* or Compass Ticket* (120 min. Transfer Time and In-System Time***)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid WCE One-Way Fare (Concession)	Cash: 1 or 2 Zones - \$3.50 3 Zones - \$4.50 4 Zones - \$5.75 5 Zones - \$7.75	No	Valid for unlimited travel through all Zones during the hours paid for	Valid for unlimited travel in one direction through the number of Zones paid for	Not valid	Add-Fare required**
		Stored Value ¹ : 1 or 2 Zones: \$2.90 3 Zones: \$3.70 4 Zones: \$4.80 5 Zones: \$6.45					
WCE Return Fare (Adult) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Purchaser who holds a valid WCE Return Fare (Adult)	Cash: 1 or 2 Zones - \$11 3 Zones - \$14.50 4 Zones - \$17.75 5 Zones - \$23.75	No	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid, except for Eligible HandyDART Users transferring from WCE Service to HandyDART	No Add-Fare required
		Stored Value: 1 or 2 Zones: \$10.75 3 Zones: \$ 13.75 4 Zones: \$17 5 Zones: \$22.75					

WCE Return Fare (Concession) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Return Fare (Concession)	Cash: 1 or 2 Zones - \$7 3 Zones - \$9 4 Zones - \$11.25 5 Zones - \$15.25	No	Valid for unlimited travel through all Zones	Valid for unlimited travel through the number of Zones paid for	Not valid	No Add-Fare required	
		Stored Value: 1 or 2 Zones: \$6.75 3 Zones: \$8.50 4 Zones: \$10.75 5 Zones: \$14.50						
HandyDART Service (10 Zones)								
Cash fare on HandyDART (one-way trip)	Eligible HandyDART User	All Zones - \$3	No	Not valid****	Not valid****	Not valid****	Valid for travel through all Zones	No Add-Fare required

- ¹ Indicates a discounted fare in effect for an introductory period as part of the introduction of Compass Card fare media, expiring at such time as determined by TransLink, in its sole discretion.
- * Indicates Proof of Payment.
- ** Canada Line YVR Add-Fare is a short term fare premium over the applicable fare in the amount of \$2.50 each way, which will be collected as a return fare premium of \$5.00 payable at YVR-Airport Station, Templeton Station or Sea Island Centre Station.
- *** For transfers from WCE to Canada Line or Conventional Bus where the Tap In for the transfer to Canada Line or a bus occurs within the initial 120 min. Transfer Time and In-System Time, the passenger will have 90 min. of Transfer Time from the time of Tap In on Canada Line or Conventional Bus.
- **** Eligible HandyDART Users using FareCards/FareSavers or paying cash fare for travel on a HandyDART vehicle will be permitted to transfer onto Conventional Transit or WCE by obtaining valid Compass Fare Media in accordance with subsection 9(c), Part B of the Tariff.

Eligible Person	Conditions	Exemption		
		Conventional Transit	West Coast Express	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations
Any person	None	Exempt from fare payment while travelling between Canada Line stations located on Sea Island	Not exempt from fare payment	N/A
Attendant	Only one Attendant is eligible for the exemption	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder
Child under 5 years of age	Child must be accompanied by a passenger possessing Proof of Payment	Exempt from fare payment, if accompanied by a passenger possessing Proof of Payment who is travelling with fewer than 5 Children under the age of 5		Exempt from Add-Fare
Persons having their regular location of work on Sea Island	Persons must (i) provide proof of eligibility acceptable to TransLink to a dealer as designated by TransLink, and (ii) purchase from such dealer and possess as valid Proof of Payment, a Compass Ticket having the applicable fare	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare
Residents of Burkeville, Richmond	Person who holds and uses as valid Proof of Payment a Sea Island Compass Card, issued to such person by TransLink upon such person providing to TransLink proof of residency acceptable to TransLink, having the applicable fare and with valid identification	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare

Rates, Charges and Cancellation Fees	
Conventional Bus, Community Shuttle and HandyDART Vehicle (includes operator or driver)	\$62.50 per ½ hour or part Minimum charge of \$125.00 Bridge and road tolls, special licence fees and other out-of-pocket expenses extra
Cancellation Fee	\$125.00
WCE train	To be determined by WCE on a case-by-case basis

SECTION 2 – PROPOSED PROPERTY TAX BYLAWS

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

PROPOSED BYLAW

A Proposed Bylaw imposing 2017 Property Tax

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

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

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

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

1. In this Bylaw, "transportation service region" means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
2. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the variable rates set out in Schedule 1 attached thereto.
3. This Bylaw may be cited as the "South Coast British Columbia Transportation Authority Proposed 2017 Property Tax Bylaw."
4. This Bylaw comes into force and takes effect on January 1, 2017.

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this _____ day of _____, _____.

Don Rose, Chair

Gigi Chen-Kuo, Corporate Secretary

SCHEDULE 1 attached to and forming part of
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED 2017 PROPERTY TAX BYLAW

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.2686
02	Utilities	2.4242
04	Major Industry	1.8217
05	Light Industry	1.3856
06	Business/Other	1.0904
08	Recreational and Non-Profit	0.2534
09	Farm	0.3739

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

PROPOSED BYLAW

A Proposed Bylaw imposing 2018 Property Tax

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

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

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

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

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

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this _____ day of _____, _____.

Don Rose, Chair

Gigi Chen-Kuo, Corporate Secretary

SCHEDULE 1 attached to and forming part of
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED 2018 PROPERTY TAX BYLAW

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.2667
02	Utilities	2.4049
04	Major Industry	1.8480
05	Light Industry	1.3648
06	Business/Other	1.0591
08	Recreational and Non-Profit	0.2612
09	Farm	0.3743

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

PROPOSED BYLAW

A Proposed Bylaw imposing 2019 Property Tax

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

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

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

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

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

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this _____ day of _____, _____.

Don Rose, Chair

Gigi Chen-Kuo, Corporate Secretary

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

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.2647
02	Utilities	2.3847
04	Major Industry	1.8739
05	Light Industry	1.3437
06	Business/Other	1.0283
08	Recreational and Non-Profit	0.2692
09	Farm	0.3746

SECTION 3 – PROPOSED REPLACEMENT TAX BYLAWS

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

PROPOSED BYLAW

A Proposed Bylaw imposing 2017 Replacement Tax

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

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

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

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

1. In this Bylaw, “transportation service region” means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
2. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the rates set out in Schedule 1 attached thereto.
3. This Bylaw may be cited as the “South Coast British Columbia Transportation Authority Proposed 2017 Replacement Tax Bylaw.”
4. This Bylaw comes into force and takes effect on January 1, 2017.

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this _____ day of _____, _____.

Don Rose, Chair

Gigi Chen-Kuo, Corporate Secretary

SCHEDULE 1 attached to and forming part of
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED 2017 REPLACEMENT TAX BYLAW

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.0055
02	Utilities	0.0092
04	Major Industry	0.1338
05	Light Industry	0.1149
06	Business/Other	0.1115

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

PROPOSED BYLAW

A Proposed Bylaw imposing 2018 Replacement Tax

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

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

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

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

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

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this _____ day of _____, _____.

Don Rose, Chair

Gigi Chen-Kuo, Corporate Secretary

SCHEDULE 1 attached to and forming part of
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED 2018 REPLACEMENT TAX BYLAW

<u>PROPERTY CLASS</u>		<u>TAX RATES</u>
		<u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.0043
02	Utilities	0.0050
04	Major Industry	0.1297
05	Light Industry	0.1108
06	Business/Other	0.1086

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

PROPOSED BYLAW

A Proposed Bylaw imposing 2019 Replacement Tax

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

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

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

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

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

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this _____ day of _____, _____.

Don Rose, Chair

Gigi Chen-Kuo, Corporate Secretary

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

<u>PROPERTY CLASS</u>		<u>TAX RATES</u>
		<u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.0032
02	Utilities	0.0011
04	Major Industry	0.1259
05	Light Industry	0.1070
06	Business/Other	0.1058

SECTION 4—CURRENT PARKING SALES TAX BYLAW

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

A Bylaw imposing Parking Sales Tax

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

A Bylaw imposing Parking Sales Tax

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

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

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

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

READ A FIRST, SECOND AND THIRD TIME this 28th day of October, 2009

RECONSIDERED, PASSED AND FINALLY ADOPTED this 28th day of October, 2009

Original signed by Dale Parker
Dale Parker, Board Chair

Original signed by Carol Lee
Carol Lee, Corporate Secretary

SECTION 5—CURRENT MOTOR FUEL TAX BYLAW

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 76-2011

A Bylaw imposing Motor Fuel Tax

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
BYLAW 76-2011

A Bylaw imposing Motor Fuel Tax

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

AND WHEREAS the *Motor Fuel Tax Act* sets a rate of tax payable to the Authority, pursuant to sections 4(1)(c) and 10(1)(c) of the *Motor Fuel Tax Act*, of \$0.12 per litre.

AND WHEREAS in addition to the rate of tax payable to the Authority pursuant to sections 4(1)(c) and 10(1)(c) of the *Motor Fuel Tax Act*, the Authority has set by bylaw (pursuant to s. 27.1 of the *South Coast British Columbia Transportation Authority Act*) the rate of tax payable pursuant to sections 4(1)(d)(i) and 10(1)(d)(i) of the *Motor Fuel Tax Act* to be \$0.03 per litre;

AND WHEREAS in addition to the rates of tax payable to the Authority pursuant to sections 4(1)(c), 4(1)(d)(i), 10(1)(c), and 10(1)(d)(i) of the *Motor Fuel Tax Act*, the Authority may set by bylaw (pursuant to s. 27.11 of the *South Coast British Columbia Transportation Authority Act*) a rate of tax payable pursuant to sections 4(1)(d)(ii) and 10(1)(d)(ii) of the *Motor Fuel Tax Act* that does not exceed \$0.02 per litre.

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

1. The rate of tax payable under sections 4(1)(d)(ii) and 10(1)(d)(ii) of the *Motor Fuel Tax Act* shall be 2 cents per litre.
2. This Bylaw may be cited as the "South Coast British Columbia Transportation Authority Motor Fuel Tax Bylaw Number 76-2011."
3. This Bylaw comes into force and takes effect on April 1, 2012.

READ A FIRST, SECOND AND THIRD TIME this 7th day of December, 2011.

RECONSIDERED, PASSED AND FINALLY ADOPTED 7th day of December, 2011.

Original signed by Chair Olewiler

Nancy Olewiler, Chair

Original signed by Gigi Chen-Kuo

Gigi Chen-Kuo, General Counsel and Corporate Secretary

SECTION 6—CURRENT GOLDEN EARS BRIDGE TOLLING BYLAW

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 96-2014

**A bylaw to adopt the
South Coast British Columbia Transportation Authority
Bylaw Assessing Tolls for Golden Ears Bridge**

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

1. This Bylaw may be cited as the “South Coast British Columbia Transportation Authority Golden Ears Bridge Toll Assessment Bylaw Number 96-2014.”
2. This Bylaw repeals all previous bylaws assessing tolls for the Golden Ears Bridge passed by the South Coast British Columbia Transportation Authority.
3. This Bylaw comes into force and takes effect on the “Interoperability Commencement Date”, as defined in the bylaw.

READ A FIRST, SECOND AND THIRD TIME this 27th day of August, 2014.

RECONSIDERED, PASSED AND FINALLY ADOPTED this 27th day of August, 2014.

Original signed by Marcella Szel
Marcella Szel, Board Chair

Original signed by Gigi Chen-Kuo
Gigi Chen-Kuo, General Counsel and Corporate Secretary

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
BYLAW NUMBER 96-2014**

A BYLAW ASSESSING TOLLS FOR GOLDEN EARS BRIDGE

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**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
BYLAW NUMBER 96-2014**

A BYLAW ASSESSING TOLLS FOR GOLDEN EARS BRIDGE

WHEREAS:

- A. Under the Act, the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose;
- B. Under the Act, the Authority may, by bylaw, assess toll charges or other charges in relation to tolls or the collection of tolls on persons who use, or the owners or operators of motor vehicles that are driven on, a designated project as defined in the Act;
- C. The Golden Ears Bridge forms part of a designated project under the Act; and
- D. The Authority has previously adopted the following tolling bylaws:
 - (a) Bylaw number 40-2005 effective July 20, 2005;
 - (b) Bylaw number 57-2009 effective July 16, 2009;
 - (c) Bylaw 73-2011 effective March 31, 2011.

((a) to (c) inclusive the “**Prior Tolling Bylaws**”))

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

1. Title

1.(1) This bylaw may be cited as South Coast British Columbia Transportation Authority Golden Ears Bridge Toll Assessment Bylaw Number 96-2014.

2. Definitions and Interpretation

2.(1) In this bylaw:

“**Account Statement/Invoice**” means an invoice which includes a statement which sets out for each Designated Toll

- (a) a statement as to whether the person to whom the Account Statement/Invoice was sent was identified by detection of a Transponder or an ASTM Transponder or by the reading of a Number Plate;
- (b) the date and time at which the Transponder or an ASTM Transponder was detected or the Number Plate was read;
- (c) the Designated Toll and all interest or other charges; and

- (d) the time within which the Account Statement/Invoice must be paid and how it may be paid, the Interest Rate and the enforcement measures which may be taken to recover amounts owing under an Account Statement/Invoice;

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

“**Appeal Notice**” has the meaning given to it in section 16.(2);

“**Arbitrator**” means the person appointed under section 16.(3)(a);

“**ASTM Tolls**” means the toll charges set out in section 9 for a vehicle with an ASTM Transponder;

“**ASTM Transponder**” means the TDMA V6 transponder issued by the British Columbia Ministry of Transportation and Infrastructure for the commercial vehicle inspection bypass program known as Weigh2GoBC;

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

“**Best Recent Address**” means

- (a) for a Motor Vehicle Owner who has established a Toll Account, the most recent address (including email address) provided for that Toll Account or in correspondence with the Billing Organization or the Authority;
- (b) for a Motor Vehicle Owner resident in British Columbia who has not established a Toll Account
 - (i) the most recent mailing address shown on the records of ICBC, or
 - (ii) the most recent address provided by a Motor Vehicle Owner in correspondence with the Billing Organization or the Authority; and
- (c) for a Motor Vehicle Owner not resident in British Columbia who has not established a Toll Account, the most recent mailing address obtained from the government of a relevant province or other jurisdiction in Canada or an agency of that government or a corporation or entity in Canada that has legal access to that information, the relevant government of a state of the United States or an agency of that government or a corporation or entity in a state of the United States or in another country or political subdivision of such country that has legal access to such information;

“**Billing Organization**” means the organization, if any, which is authorized to charge and collect Designated Tolls and interest on Designated Tolls on behalf of the Authority under an agreement referred to in section 3.(1) and includes TI Corp or a billing organization employed by TI Corp to collect tolls on its behalf and the Authority’s behalf from an Interoperability User;

“**Board**” means the board of directors of the Authority;

“**Car**” means a private Motor Vehicle primarily designed to carry not more than 15 passengers and includes a taxi, a station wagon, a passenger van, a sport utility vehicle, a hearse, an agricultural tractor and a pick-up truck;

“**Collection Agency**” means a third party collection agency which must have a valid licence under the *Business Practices and Consumer Protection Act* or, in respect of collection agencies operating in other jurisdictions, which must be legally registered or licensed in accordance with the laws of those jurisdictions;

“**Customer Account Agreement**” has the meaning set out in section 10.(1);

“**Decal**” means an electronic radio frequency sticker device issued by TI Corp in accordance with the TReO Terms and Conditions to facilitate electronic collection of tolls for Interoperability Users of the Port Mann Bridge and Designated Tolls;

“**Designated Toll**” means the toll charges set out in sections 6 and 7 and includes, except as may be expressly excluded, ASTM Tolls for a Motor Vehicle using the Golden Ears Bridge that has passed a Vehicle Identification Device together with any charges set out in section 5 and any other charges levied by the Billing Organization on behalf of the Authority in relation to the collection of tolls, which have been authorized by resolution of the Board;

“**Determination**” has the meaning given to it in section 15.(4);

“**Dispute Notice**” has the meaning given to it in section 15.(3);

“**Excessive Toll Debt**” means a Toll Debt that exceeds \$25;

“**Exempt Motor Vehicle**” means

- (a) an ambulance,
- (b) a fire truck or other fire department emergency vehicle responding to an emergency requiring the use of the Golden Ears Bridge,
- (c) a vehicle owned or operated by the Royal Canadian Mounted Police or by a police force as provided in the *Police Act* responding to an emergency requiring the use of, or engaged in highway patrol on or near, the Golden Ears Bridge,
- (d) a vehicle operated by or on behalf of or contracted to the Department of National Defence, the Canadian Forces or a visiting force responding to an emergency requiring the use of the Golden Ears Bridge,
- (e) a transit bus or other transit vehicle owned or operated by or on behalf of the Authority or a subsidiary,

- (f) a Motor Vehicle owned or operated by or on behalf of the Authority or a subsidiary, used for transit supervision, maintenance, mechanical support or conducting the business of the Authority, and
- (g) a Motor Vehicle owned or operated by or on behalf of a concessionaire or service provider to the Authority used for operation, maintenance, repair and rehabilitation of the Golden Ears Bridge Project;

“**Golden Ears Bridge**” means the bridge crossing the Fraser River to the east of Barnston Island forming part of the Fraser River Crossing project as defined in the Act;

“**Golden Ears Bridge Project**” means the Fraser River Crossing project as defined in the Act;

“**ICBC**” means Insurance Corporation of British Columbia;

“**Interest Rate**” means interest calculated and compounded monthly at a rate set by resolution of the Board, but not to exceed 2% per month (being a yearly rate of 26.82%) and interest on overdue interest at the same rate, and which, as of the Interoperability Commencement Date has been set by the Board at 2% per month;

“**Interoperability**” or “**Interoperable**” means the arrangement between TransLink and TI Corp under which an Interoperability User will be able under the TReO Terms and Conditions to effect payment on both the Golden Ears Bridge and the Port Mann Bridge;

“**Interoperability Commencement Date**” means August 30, 2014 or such other date as TransLink publishes on quickpasstolling.ca;

“**Interoperability User**” means a Motor Vehicle Owner who is an Interoperability Customer as set out in the Roaming Agreement who obtains a TReO Registered Account and a Decal from TI Corp and pays Designated Tolls and tolls for the Port Mann Bridge under a TReO Combined Bill;

“**Interoperable Tolls**” means the toll charges set out in section 8 for an Interoperability User for a Motor Vehicle using the Golden Ears Bridge that has passed a Vehicle Identification Device together with any other charges levied by TI Corp in relation to the collection of tolls;

“**Large Truck**” means a Motor Vehicle consisting of an articulated truck or tractor trailer combination;

“**Motor Vehicle**” has the same meaning as in the Act and includes a Motorcycle;

“**Motor Vehicle Owner**” means a person to whom a British Columbia Number Plate for that Motor Vehicle was issued and a Non-Resident Motor Vehicle Owner;

“**Motorcycle**” means a Motor Vehicle that runs on 2 or 3 wheels and has a saddle or seat for the driver to sit astride;

“**Non-Resident Motor Vehicle Owner**” means a person who is non-resident in British Columbia and who is the registered owner of a Motor Vehicle to whom a Number Plate has been issued by the government or other authority of another province or other jurisdiction in Canada or of a state in the United States or by the government of another jurisdiction or any political subdivision of that government that has legal authority to issue licence plates;

“**Number Plate**” in respect of a Motor Vehicle Owner has the same meaning as in the *Motor Vehicle Act* and in respect of a Non-Resident Motor Vehicle Owner means the licence plate issued by the governmental or other authority of another province or other jurisdiction in Canada or of a state in the United States or by the government of another jurisdiction or any political subdivision of that government that has legal authority to issue licence plates;

“**Payment Account**” means an account maintained by a Motor Vehicle Owner with a bank or credit institution or an account related to a credit card or debit card (in each case, being an account in respect of which instructions may be given authorizing debits being made from it) or such other account as may be approved by the Authority and from which the Motor Vehicle Owner has authorized the Authority to effect payment;

“**Post-paid Account**” means a Toll Account maintained by a Motor Vehicle Owner with the Authority under which payment of any Designated Tolls and any other amounts due under a Customer Account Agreement is made within the applicable period by a mechanism acceptable to the Authority, including credit card, debit card, or by direct debit from a Payment Account or such other payment mechanism as the Authority may from time to time approve;

“**Pre-authorized Post-paid Account**” means a Toll Account maintained by a Motor Vehicle Owner with the Authority under which an amount equal to the amount due in respect of Designated Tolls and any other amounts due under a Customer Account Agreement incurred during a particular period (the “**outstanding amount**”) and recorded in the Toll Account and paid by debiting by pre-authorized credit, debit or other acceptable payment mechanism from time to time of the then outstanding amount from the Motor Vehicle Owner's Payment Account;

“**Pre-paid Account**” means a Toll Account maintained by a Motor Vehicle Owner with the Authority under which amounts are paid in advance to be credited to that account with amounts due in respect of Designated Tolls and any other amounts due under a Customer Account Agreement being subsequently deducted and with the facility for replenishing the Pre-paid Account by way of debiting by pre-authorized credit, debit or other acceptable payment mechanism from time to time of further amounts from a Payment Account (or otherwise paid in such manner as approved by the Authority) and credited to the Pre-paid Account;

“**Roaming Agreement**” means the agreement referred to in section 14.(1);

“**Reconsideration Decision**” has the meaning set out in section 15.(6);

“**Registered Transponder Account**” means a Toll Account maintained by a Motor Vehicle Owner with the Authority in respect of which a Transponder has been issued for installation in a Registered Vehicle;

“**Registered Transponder User**” means a Motor Vehicle Owner who has been issued a Transponder and has a Registered Transponder Account;

“**Registered Vehicle**” means the Motor Vehicle registered under a Toll Account;

“**Registered Video Account**” means a Toll Account maintained by a Motor Vehicle Owner with the Authority other than a Registered Transponder Account;

“**Registered Video User**” means a Motor Vehicle Owner who does not have a Transponder and has a Registered Video Account;

“**Repeat Offender**” has the meaning set out in section 12.(6);

“**Request**” has the meaning given to it in section 15.(5);

“**Small Truck**” includes the following: a Car towing a trailer (as defined in the *Motor Vehicle Act*), a light duty delivery van or truck, a dump truck, a cement truck, a tractor or single unit truck without a trailer, a moving van, a motor home, a school bus, an intercity bus or coach, a tour bus and a transit bus that is not an Exempt Motor Vehicle;

“**Substantial Completion Date**” means the date the Golden Ears Bridge Project is Substantially Completed as defined in the Project Agreement entered into by the DBFO Contractor (as defined in the Project Agreement) and the Authority in respect of the Golden Ears Bridge Project;

“**TI Corp**” means Transportation Investment Corporation, a corporation incorporated under the *Transportation Investment Act*;

“**Toll Account**” has the meaning set out in section 10.(1);

“**Toll Adjustment Date**” means the date twelve months after the Substantial Completion Date;

“**Toll Commencement Date**” means the first business day immediately next following the expiry of the Toll Grace Period;

“**Toll Debt**” means the portion of a Designated Toll that remains unpaid more than 30 days after receipt by the Motor Vehicle Owner, or the agent of the Motor Vehicle Owner, of an Account Statement/Invoice, together with interest owing in relation to the unpaid Toll Debt;

“**Toll Grace Period**” means the 30 day period commencing on June 16, 2009 and ending on July 15, 2009, during which Designated Tolls will not be charged to users of the Golden Ears Bridge;

“**Toll Reader**” means equipment located on the Golden Ears Bridge that detects Transponders and Decals;

“**Transponder**” means a device issued by the Authority for use exclusively on the Golden Ears Bridge that

- (a) may be installed or carried on, or in or attached to, a Motor Vehicle, and
- (b) allows electronic identification of the person who is to pay the Designated Toll, or the Registered Transponder Account from which a Designated Toll is to be paid, arising from the Motor Vehicle's use of the Golden Ears Bridge,

but does not include a Decal or an ASTM Transponder;

“**TReO Combined Bill**” has the meaning set out in section 14.(2);

“**TReO Registered Account**” has the meaning set out in section 14.(3);

“**TReO Terms and Conditions**” means the terms and conditions of use established by TI Corp for the use and tolling of the Port Mann Bridge and for Interoperability Users of the Golden Ears Bridge and which are set out on the TReO Website;

“**TReO Website**” has the meaning set out in section 14.(3);

“**Unregistered Video User**” means a Motor Vehicle Owner who does not have a Registered Transponder Account or a Registered Video Account; and

“**Vehicle Identification Device**” means a Toll Reader, a video camera or any other device or equipment located on the Golden Ears Bridge Project for detecting or identifying Motor Vehicles that are driven on the Golden Ears Bridge.

2.(2) A reference in this bylaw to an enactment means an enactment of British Columbia and includes all amendments to that enactment and any enactment replacing or substituted for that enactment.

2.(3) Unless otherwise specified or the context otherwise requires:

- (a) words in the singular include the plural and vice versa and words in one gender include all genders,
- (b) the words “include”, “includes” or “including” mean “include without limitation”, “includes without limitation”, and “including without limitation” respectively and the words following such shall not be considered to set out an exhaustive list, and
- (c) unless reference is made to a statute in effect at a particular time, each reference to a statute is deemed to be a reference to that statute and any successor statute and to any regulations and rules made under that statute and any successor statute, each as amended or re-enacted from time to time.

3. Billing Organization

3.(1) The Authority is hereby authorized from time to time to enter into an agreement with a person to act as the Billing Organization in which the Billing Organization is authorized to charge and collect the Designated Tolls and interest and other charges on behalf of the Authority and to provide such other related services on the terms and conditions set out in that agreement.

4. Requirement to Pay Designated Toll and Interoperable Tolls

4.(1) A Motor Vehicle Owner whose Motor Vehicle passes a Vehicle Identification Device on or after the Toll Commencement Date must, within the time period set out in section 12, pay the applicable Designated Toll for that Motor Vehicle set out in sections 6, 7 and 9. A Motor Vehicle Owner whose Motor Vehicle passes a Vehicle Identification Device is indebted to TransLink and liable to pay the applicable Designated Toll whether or not a Motor Vehicle Owner has received an Account Statement/Invoice.

4.(2) An Interoperability User whose Motor Vehicle passes a Vehicle Identification Device on or after the Toll Commencement Date must pay the applicable Interoperable Toll for that Motor Vehicle set out in section 8 and in accordance with the TRoO Terms and Conditions.

5. Leasing or Licensing of Transponders

5.(1) The Authority or the Billing Organization on behalf of the Authority may, but is not required to, issue and lease or licence a Transponder to any Motor Vehicle Owner who requests a Transponder upon execution of a Customer Account Agreement setting out the terms and conditions for such lease or licence. The Customer Account Agreement will provide for payment of:

- (a) a non-interest bearing security deposit (the “**Security Deposit**”) adjusted in accordance with the consumer price index set out in the Customer Account Agreement; and
- (b) a monthly fee (the “**Monthly Fee**”) adjusted in accordance with the consumer price index set out in the Customer Account Agreement.

The Monthly Fee will form part of the Designated Toll for the Motor Vehicle detected by the Vehicle Identification Device.

5.(2) Transponders will not be issued for Motorcycles unless the Board determines otherwise by resolution.

6. Designated Toll - Toll Commencement Date to the Toll Adjustment Date

6.(1) Upon the Toll Commencement Date and continuing until the Toll Adjustment Date, the Designated Toll for Cars equipped with a Transponder and registered under a Registered Transponder Account will be \$2.75.

6.(2) Upon the Toll Commencement Date and continuing until the Toll Adjustment Date, the Designated Toll for Cars registered under a Registered Video Account will be \$3.30.

6.(3) Upon the Toll Commencement Date and continuing until the Toll Adjustment Date, the Designated Toll for Cars that are not registered under a Registered Transponder Account or a Registered Video Account will be \$3.90.

6.(4) Upon the Toll Commencement Date and continuing until the Toll Adjustment Date, the Designated Toll for Small Trucks equipped with a Transponder and registered under a Registered Transponder Account will be \$5.55.

6.(5) Upon the Toll Commencement Date and continuing until the Toll Adjustment Date, the Designated Toll for Small Trucks registered under a Registered Video Account will be \$6.10.

6.(6) Upon the Toll Commencement Date and continuing until the Toll Adjustment Date, the Designated Toll for Small Trucks not registered under a Registered Transponder Account or a Registered Video Account will be \$6.65.

6.(7) Upon the Toll Commencement Date and continuing until the Toll Adjustment Date, the Designated Toll for Large Trucks equipped with a Transponder and registered under a Registered Transponder Account will be \$8.30.

6.(8) Upon the Toll Commencement Date and continuing until the Toll Adjustment Date, the Designated Toll for Large Trucks registered under a Registered Video Account will be \$8.90.

6.(9) Upon the Toll Commencement Date and continuing until the Toll Adjustment Date, the Designated Toll for Large Trucks not registered under a Registered Transponder Account or a Registered Video Account will be \$9.40.

6.(10) Upon the Toll Commencement Date and continuing until the Toll Adjustment Date, the Designated Toll for Motorcycles registered under a Registered Video Account will be \$1.40.

6.(11) Upon the Toll Commencement Date and continuing until the Toll Adjustment Date, the Designated Toll for Motorcycles not registered under a Registered Video Account will be \$2.50.

6.(12) For greater certainty the term “**Designated Toll**” in sections 6.(1) to 6.(11) inclusive does not include ASTM Tolls.

7. Designated Toll Subsequent to the Toll Adjustment Date

7.(1) Commencing on the Toll Adjustment Date and for each subsequent 12 month period thereafter, the respective Designated Toll for Cars, Small Trucks, Large Trucks and Motorcycles set out in sections 6.(1) to 6.(11) inclusive will be adjusted for each such subsequent 12 month period effective on the respective anniversary dates of the Toll Adjustment Date in accordance with the following formula:

$$\text{Designated Toll}^t = \text{Designated Toll}^{t-1} \times \{ \text{CPI}^t / \text{CPI}^{t-1} \}$$

Where:

Designated Toll^t = the Designated Toll that will be charged for Cars, Small Trucks, Large Trucks and Motorcycles respectively for the next 12 month period (beginning with the same month in which the Toll Adjustment Date occurs). For example, if the Toll Adjustment Date is June 1, 2010 and the year is 2014, the Designated Toll²⁰¹⁴ will be the toll rate for Cars from June 1, 2014 until May 31, 2015.

Designated Toll^{t-1} = the Designated Toll that was charged for Cars, Small Trucks, Large Trucks and Motorcycles respectively for the preceding 12 month period (beginning with the same month in which the Toll Adjustment Date occurs). For example, if the Toll Adjustment Date is June 1, 2010 and the year is 2014, the Designated Toll²⁰¹³ was the toll rate for Cars from June 1, 2013 to May 31, 2014.

CPI^t = the value of the all items consumer price index for Canada using the most recent base date as published by Statistics Canada in the year t.

CPI^{t-1} = the value of the all items consumer price index for Canada using the most recent base date as published by Statistics Canada in the year t-1.

The resulting Designated Toll will be rounded to the nearest five cents (\$0.05).

8. Interoperable Tolls

8.(1) Interoperable Tolls commencing on the Interoperability Commencement Date will be as follows (the figures in (a) to (d) inclusive reflect 2009 dollars adjusted to 2014 in accordance with the all items consumer price index for Canada, as detailed in section 7.(1) above):

- (a) Cars \$3.05;
- (b) Small Trucks \$6.10;
- (c) Large Trucks \$9.10; and
- (d) Motorcycles \$1.50.

8.(2) Commencing on the Interoperability Commencement Date and for each subsequent 12 month period thereafter (except in the case of the initial period between the Interoperability Commencement Date and the immediately next following anniversary of the Toll Adjustment Date, if the period between the Interoperability Commencement Date and the immediately next following anniversary of the Toll Adjustment Date is less than 12 months, in which case the adjustment shall be for such lesser period), the respective Interoperable Tolls for Cars, Small Trucks, Large Trucks and Motorcycles set out in sections 8.(1)(a), (b), (c) and (d) inclusive will

be adjusted for each such subsequent 12 month period effective on the respective anniversary dates of the Toll Adjustment Date in accordance with the following formula:

$$\text{Interoperable Toll}^t = \text{Interoperable Toll}^{t-1} \times \left\{ \frac{\text{CPI}^t}{\text{CPI}^{t-1}} \right\}$$

Where:

Interoperable Toll^t = the Interoperable Toll that will be charged for Cars, Small Trucks, Large Trucks and Motorcycles respectively for the next 12 month period (beginning with the same month in which the Toll Adjustment Date occurs). For example, if the Toll Adjustment Date is June 1, 2010 and the year is 2014, the Interoperable Toll²⁰¹⁴ will be the toll rate for Cars from June 1, 2014 until May 31, 2015.

Interoperable Toll^{t-1} = the Interoperable Toll that was chargeable for Cars, Small Trucks, Large Trucks and Motorcycles respectively for the preceding 12 month period (beginning with the same month in which the Toll Adjustment Date occurs). For example, if the Toll Adjustment Date is June 1, 2010 and the year is 2014, the Interoperable Toll²⁰¹³ was the toll rate for Cars from June 1, 2013 to May 31, 2014.

CPI^t = the value of the all items consumer price index for Canada using the most recent base date as published by Statistics Canada in the year t.

CPI^{t-1} = the value of the all items consumer price index for Canada using the most recent base date as published by Statistics Canada in the year t-1.

The resulting Interoperable Toll will be rounded to the nearest five cents (\$0.05).

9. ASTM Tolls

9.(1) ASTM Tolls commencing on the Interoperability Commencement Date will be as follows (the figures in (a) to (d) inclusive reflect 2009 dollars adjusted to 2014 in accordance with the all items consumer price index for Canada, as detailed in section 7.(1) above):

- (a) Small Truck equipped with an ASTM Transponder and not equipped with a Transponder, but registered under either a Registered Video Account or a Registered Transponder Account, \$6.10;
- (b) Small Truck that is not registered under a Registered Transponder Account or a Registered Video Account, \$7.25;
- (c) Large Truck equipped with an ASTM Transponder and not equipped with a Transponder, but registered under either a Registered Video Account or a Registered Transponder Account, \$9.10; and

(d) Large Truck that is not registered under a Registered Transponder Account or a Registered Video Account, \$10.30.

9.(2) The ASTM Tolls set out in section 9.(1) (a) to (d) inclusive commence on the Interoperability Commencement Date and will be adjusted for each subsequent 12 month period (except in the case of the initial period between the Interoperability Commencement Date and the immediately next following anniversary of the Toll Adjustment Date if the period between the Interoperability Commencement Date and the immediately next following anniversary of the Toll Adjustment Date is less than 12 months, in which case the adjustment shall be for such lesser period) effective on the respective anniversary dates of the Toll Adjustment Date in accordance with the formula set out in section 8.(2) except that references to Interoperability Toll in section 8.(2) shall be deemed to be references to ASTM Tolls and the adjustment will be in respect only of Small Trucks and Large Trucks.

10. Prepayment of Designated Tolls and Customer Account Agreements

10.(1) Except for Interoperability Users, in order to pay for the use of the Golden Ears Bridge, a Motor Vehicle Owner may enter into a customer account agreement (a “**Customer Account Agreement**”) with the Authority to establish:

- (a) a Registered Transponder Account;
- (b) a Registered Video Account; or
- (c) such other type of account as the Authority may establish from time to time;

in respect of one or more Motor Vehicles which will be registered in relation to the Registered Transponder Account or the Registered Video Account (collectively “**Toll Accounts**” and individually sometimes a “**Toll Account**”).

10.(2) A Registered Transponder Account may be a Pre-paid Account, a Pre-authorized Post-paid Account or a Post-paid Account or such other type of payment mechanism account as the Authority may determine from time to time.

10.(3) A Registered Video Account may be a Pre-paid Account, a Pre-authorized Post-paid Account or a Post-paid Account or such other type of payment mechanism account as the Authority may determine from time to time.

11. Toll Accounts and Liability for Designated Tolls

11.(1) Payment of Designated Tolls and other amounts must be made by the Motor Vehicle Owner in accordance with the terms and conditions of the Customer Account Agreement.

11.(2) If a Toll Reader detects a Transponder in or on a Motor Vehicle and there is, in relation to that Transponder, a Toll Account established pursuant to a Customer Account Agreement, the Designated Toll must be paid in accordance with the provisions of the Customer Account Agreement.

11.(3) If a Toll Reader detects an ASTM Transponder in or on a Motor Vehicle and there is a Toll Account established pursuant to a Customer Account Agreement, the Designated Toll must be paid in accordance with the provisions of the Customer Account Agreement.

11.(4) If a Vehicle Identification Device other than a Toll Reader detects a Motor Vehicle Number Plate and there is, in relation to that Number Plate, a Toll Account established pursuant to a Customer Account Agreement, the Designated Toll must be paid in accordance with the provisions of the Customer Account Agreement.

11.(5) If a Vehicle Identification Device detects a Motor Vehicle in respect of which no Toll Account has been established, an Account Statement/Invoice will be issued to the Motor Vehicle Owner.

11.(6) Subject to a contrary determination under the dispute resolution and appeal processes set out below, when a Account Statement/Invoice is issued by the Billing Organization on behalf of the Authority to the Motor Vehicle Owner, the Motor Vehicle Owner is indebted to the Authority for the Designated Toll and any interest or other charges payable in relation to the Designated Toll or the collection of the Designated Toll.

12. Payment of Designated Tolls

12.(1) A Motor Vehicle Owner (and in the case of paragraph (b), a person who has established a Toll Account) who has received an Account Statement/Invoice in respect of which

- (a) no Toll Account has been established to pay for Designated Tolls; or
- (b) a Toll Account has been established, but there are insufficient funds to pay the Account Statement/Invoice, or the payment mechanism established under the Toll Account and the Customer Account Agreement failed to effect payment of the Account Statement/Invoice, as the case may be;

must pay the Account Statement/Invoice in full within 30 days of receipt of the Account Statement/Invoice.

12.(2) Where the Billing Organization, or the Authority, incur charges due to insufficient funds to pay the Account Statement/Invoice or failure of the payment mechanism to effect payment, an amount equivalent to the charges incurred will be charged to the Motor Vehicle Owner.

12.(3) Subject to section 16.(4), if a Toll Debt is not paid in full on or before the 30th day after the receipt of the Account Statement/Invoice, interest will accrue from and including the 31st day after receipt of the Account Statement/Invoice at the Interest Rate on the resulting Toll Debt until the Toll Debt is paid in full.

12.(4) The Billing Organization will issue Account Statement/Invoices on behalf of the Authority within 30 days of the end of the billing period within which a Motor Vehicle was detected by a Vehicle Identification Device except for a Non-Resident Motor Vehicle Owner, in which case the Billing Organization will issue an Account Statement/Invoice as soon as practicable after the end of the billing period.

12.(5) Subject to a referral to the dispute resolution procedure under section 15 and any appeal to an Arbitrator under section 16 and subject to subsection (6), if a Toll Debt has not been paid in full within 120 days of the date of the first Account Statement/Invoice rendered in respect of that Toll Debt becoming due, then the Billing Organization on behalf of the Authority may at any time thereafter

- (a) if a Transponder has been issued to the debtor, cancel the Transponder without refunding any charge, Security Deposit or other monies paid in respect of the Transponder;
- (b) in respect of that Toll Debt and any other subsequent Toll Debt that in the aggregate exceeds the Excessive Toll Debt, request ICBC to exercise on behalf of the Authority the rights and remedies available under section 26(1)(f) and section 26(2)(d) of the *Motor Vehicle Act* [refusal to issue licences]. For the purpose of this paragraph (b), “that Toll Debt and any other subsequent Toll Debt that in the aggregate exceeds the Excessive Toll Debt” means any Toll Debt which is overdue more than 120 days in combination with any other Toll Debt, whether or not overdue by 120 days, that in the aggregate is greater than the Excessive Toll Debt. For example, if there is a Toll Debt in the amount of \$20 outstanding for more than 120 days and subsequently a Account Statement/Invoice for \$10 is not paid within the applicable payment period, the aggregate Toll Debt of \$30 entitles the Billing Organization to request ICBC to exercise on behalf of the Authority the remedies under section 26.(1)(f) and 26.(2)(d); and
- (c) pursue on behalf of the Authority such other rights and remedies available to the Authority under the Act or the regulations and any other rights and remedies available to the Authority at law for the collection of debts including the employment of a Collection Agency.

12.(6) For the purpose of this section 12 “**Repeat Offender**” means a person indebted to the Authority in respect of whom the Billing Organization has at any prior time been entitled to exercise on behalf of the Authority the applicable remedies under subsection (5) in respect of a previous Toll Debt.

12.(7) The 120 day period of time in which the Billing Organization becomes entitled to exercise on behalf of the Authority the applicable remedies under subsection (5) for a Repeat Offender is

- (a) in respect of the first repeat offence, reduced to 90 days, and
- (b) in respect of any subsequent repeat offence, reduced to 60 days.

13. When Designated Toll Not Payable

13.(1) No Designated Toll is payable in relation to the use of the Golden Ears Bridge by an Exempt Motor Vehicle.

13.(2) In addition to subsection (1), no Designated Toll is payable by a Motor Vehicle Owner if

- (a) the Designated Toll was attributed to the Motor Vehicle Owner by virtue of reading the Motor Vehicle Owner's Number Plate and, at the date and time for which the Designated Toll is being charged, the Number Plate issued to the Motor Vehicle Owner was not on a Motor Vehicle using the Golden Ears Bridge; and
- (b) the Designated Toll was attributed to the Motor Vehicle Owner by virtue of the detection of the Motor Vehicle Owner's Transponder or the reading of the Motor Vehicle Owner's Number Plate and, at the date and time for which the Designated Toll is being charged, the Motor Vehicle Owner's Transponder or Number Plate, as the case may be, or the Motor Vehicle in or on which it was located was stolen.

14. Interoperability with Port Mann Bridge

14.(1) Under an agreement (the “**Roaming Agreement**”) between the Authority and TI Corp, TI Corp as a Billing Organization for the Authority will pay to the Authority Interoperable Tolls for the use of the Golden Ears Bridge by Interoperability Users and will invoice and collect from Interoperability Users such Interoperable Tolls. Interoperability Users must pay TI Corp for all Interoperable Tolls incurred by them.

14.(2) TI Corp will issue one combined invoice (the “**TReO Combined Bill**”) to Interoperability Users which will include Interoperable Tolls and the tolls incurred by the Interoperability Users for their use of the Port Mann Bridge.

14.(3) In order for Interoperability Users to receive a TReO Combined Bill, they must meet the eligibility criteria and requirements established for Interoperability Users and apply for and obtain a TReO registered account (the “**TReO Registered Account**”) as provided in the TReO Terms and Conditions. The TReO Terms and Conditions and other additional information are set out on the TReO website at www.treo.ca (<http://www.treo.ca>) (the “**TReO Website**”). Interoperability Users must agree that the TReO Terms and Conditions govern their interoperable use of the Golden Ears Bridge and the Port Mann Bridge.

14.(4) The Interoperable Tolls will be at the rates set out in this bylaw and the tolls payable for crossing the Port Mann Bridge will be set out in the TReO Website under “Tolls and Fees” and in the TReO Terms and Conditions, as amended from time to time.

14.(5) Payments for Interoperable Tolls and tolls for the Port Mann Bridge will be payable by an Interoperability User in accordance with the TReO Terms and Conditions. For greater certainty, disputes relating to Interoperable Tolls set out in a TReO Combined Bill are governed by the TReO Terms and Conditions.

14.(6) Under certain circumstances (i) the Interoperability arrangement under the Roaming Agreement may be terminated or (ii) the Interoperability User may opt out of the Interoperability arrangement or (iii) the Interoperability User may no longer be eligible for Interoperability or (iv) TI Corp may, in its sole discretion, terminate the Interoperability User’s participation in the Interoperability arrangement, in which case:

- (a) if the Interoperability User is no longer eligible for Interoperability under (ii), (iii) or (iv) above, the Interoperability User will not be able to use the TReO Registered

Account to effect payment for the use by that Interoperability User of the Golden Ears Bridge;

- (b) if the Interoperability arrangement between TI Corp and TransLink is terminated under (i) above, to the extent that the TReO Registered Account has not been debited and/or the Payment Account charged, as applicable, and the Authority has not been paid by TI Corp for those crossings of the Golden Ears Bridge, the Interoperability User will be liable to the Authority and may be invoiced by the Authority for those crossings. The Authority may request TI Corp to provide contact information and such other information as may be necessary to allow the Authority to collect unpaid Designated Tolls for use of the Golden Ears Bridge.

15. Dispute Resolution (Designated Tolls Only, Not Port Mann Tolls)

15.(1) A Motor Vehicle Owner who has received a Account Statement/Invoice for a Designated Toll may on one or more grounds referred to in section 13 dispute liability for the Designated Toll and any related interest or other charges in accordance with the dispute resolution procedure set out below.

15.(2) The Billing Organization will establish a fair and impartial administrative review procedure for Motor Vehicle Owners who dispute Designated Tolls.

15.(3) A Motor Vehicle Owner who disputes a Designated Toll and any related interest or other charges may serve a notice of dispute (the “**Dispute Notice**”) on the Billing Organization setting out the grounds for the dispute together with facts upon which the dispute is based no later than 30 days after the date of the Account Statement/Invoice for the Designated Toll.

15.(4) The Billing Organization must make a determination (the “**Determination**”) of the dispute set out in the Dispute Notice within 30 days of receipt by it of the Dispute Notice. If the Determination is unfavourable to the Motor Vehicle Owner, the Billing Organization will provide written reasons.

15.(5) A Motor Vehicle Owner may no later than 30 days after the Determination made by the Billing Organization request, in writing (the “**Request**”), a reconsideration of the Determination where

- (a) evidence not available at the time of the Determination has become available, or
- (b) all or part of the Determination was based on evidence that was incorrect or false.

15.(6) Within 30 days of the date that the Request was served on the Billing Organization, the Billing Organization will determine the reconsideration (the “**Reconsideration Decision**”) and serve on the Motor Vehicle Owner a notice of Reconsideration Decision. If the Reconsideration Decision does not result in a change of the Determination, the Billing Organization will provide written reasons.

15.(7) This dispute resolution procedure does not apply to tolls included in a TReO Combined Bill.

16. Appeal to Arbitrator

16.(1) A Motor Vehicle Owner who is not satisfied with the outcome of the Reconsideration Decision may, on one or more of the grounds referred to in section 13 and on paying to the Billing Organization a fee of \$30, appeal to an Arbitrator that person's liability for the Designated Toll.

16.(2) The appeal to an Arbitrator must be made by a notice (the “**Appeal Notice**”).

16.(3) The following provisions will apply to the arbitration initiated under subsection (1):

- (a) the arbitration will be conducted by a single arbitrator (the “**Arbitrator**”) appointed by the Billing Organization from one or more arbitrators selected for that purpose by the Authority who are independent from the Authority and the Billing Organization;
- (b) the Arbitrator must render a decision within 45 days of the Arbitrator's appointment;
- (c) the Arbitrator may make any order the Arbitrator considers appropriate, including
 - (i) an order that the Motor Vehicle Owner is liable to pay none, some or all of the amount invoiced in the Account Statement/Invoice,
 - (ii) an order that the Billing Organization repay to the Motor Vehicle Owner some or all of the monies provided by the Motor Vehicle Owner on account of the disputed Account Statement/Invoice,
 - (iii) an order as to costs of the arbitration;
- (d) the decision of the Arbitrator is binding on the parties and may not be appealed to any court;
- (e) the costs of the Arbitrator will be for the account of the Billing Organization; and
- (f) the \$30 fee paid by the Motor Vehicle Owner will be refunded by the Billing Organization if the Arbitrator finds in favour of the Motor Vehicle Owner.

16.(4) Interest at the Interest Rate on the Designated Toll and on interest and other charges will continue to accrue

- (a) during the dispute resolution procedure and any reconsideration of a Determination, if applicable. If the dispute resolution procedure or any reconsideration determines that the Motor Vehicle Owner is not liable for all or part of the amount of the disputed Account Statement/Invoice, no interest will be payable on the portion in respect of which the Motor Vehicle Owner is found not liable;

- (b) during the arbitration appeal process, if the Motor Vehicle Owner appeals the outcome of the dispute resolution procedure under section 16.(1). If the Arbitrator determines that the Motor Vehicle Owner is not liable for all or part of the amount of the disputed Account Statement/Invoice, no interest will be payable on the portion in respect of which the Motor Vehicle Owner is found not liable; and
- (c) in all other cases, until the Designated Toll interest and other charges have been paid in full.

16.(5) If, after a determination by the Billing Organization unfavourable to the Motor Vehicle Owner under either the dispute resolution procedure or the reconsideration procedure referred to in sections 15.(3) and 15.(5), the Motor Vehicle Owner has not either filed a Request or an Appeal Notice, as the case may be, and has not paid in full the outstanding Designated Toll, interest and other charges within 35 days of the unfavourable decision by the Billing Organization, then the Billing Organization may enforce payment under the provisions of section 12.(5).

16.(6) If after a decision by an Arbitrator unfavourable to the Motor Vehicle Owner has been rendered and the outstanding Designated Toll, interest and other charges have not been paid in full within 35 days of the Arbitrator's decision, then the Billing Organization may enforce payment under the provisions of section 12.(5).

17. Interest Rate

17.(1) In this bylaw, any reference to interest means interest at the Interest Rate.

18. Account Statement/Invoice

18.(1) The Billing Organization must issue and send an Account Statement/Invoice to each Motor Vehicle Owner whose vehicle has been detected by a Vehicle Identification Device.

18.(2) The Account Statement/Invoice may contain sufficient information

- (a) to allow a Motor Vehicle Owner to proceed with the dispute resolution and reconsideration procedures and to appeal to an Arbitrator under this bylaw; and
- (b) such other information as the Authority or the Billing Organization deems necessary or desirable.

19. Authority May Act as Billing Organization

19.(1) The Authority may, from time to time, elect not to appoint a Billing Organization and may on its own behalf charge and collect Designated Tolls and interest on Designated Tolls and carry out the functions of a Billing Organization, in which case applicable references to a Billing Organization in this bylaw shall be deemed to be references to the Authority.

20. Board May Establish Procedures, Policies, Forms and Documents

20.(1) The Board may, from time to time, by resolution establish such procedures, policies, forms and documents as the Board deems necessary or desirable to give effect to the objectives of this bylaw.

20.(2) To encourage the use of the Golden Ears Bridge, the Board may by resolution, from time to time, for stipulated dates and without the necessity of amending this bylaw, reduce the Designated Tolls required to be paid pursuant to this bylaw for stipulated days, stipulated times, stipulated classes of vehicles, or stipulated classes of accounts.

21. Traffic Demand Management

21.(1) In order to support Greater Vancouver Regional District's regional growth strategy, it is the intent of the Authority and this bylaw to consider or introduce high occupancy vehicle ("HOV") lanes on the Golden Ears Bridge under the following conditions:

- (a) HOV lanes will be considered by the Authority when Level of Service D, as defined in the latest version of the Highway Capacity Manual published by the Transportation Research Board, Washington D.C., U.S.A. ("HCM"), for controlled access highways persists for a continuous period of more than one hour, either during the morning or afternoon weekday peak travel period, in each direction, averaged over a four-week period between September 1st and November 30th;
- (b) HOV lanes will be introduced by the Authority when Level of Service E, as defined in HCM, for controlled access highways persists for a continuous period of more than one hour, either during the morning or afternoon weekday peak travel period, in each direction, averaged over a four-week period between September 1st and November 30th;
- (c) HOV lanes will be considered by the Authority when HOV lanes have been extended on the Trans Canada Highway to the vicinity of 200th Street and on the Lougheed Highway to the vicinity of the Abernethy Connector and when HOV lanes have been extensively implemented on municipal roads connecting to the Golden Ears Bridge Project, such that the inclusion of HOV lanes on the Golden Ears Bridge would be necessary to form a complete and integrated HOV network;
- (d) The consideration or introduction of HOV lanes pursuant to 21.(1)(a) to (c) inclusive will be subject to the Authority:
 - (i) determining that HOV lanes on the Golden Ears Bridge will move more people during the morning and afternoon weekday peak travel periods than the per lane peak period average of the adjacent general-purpose lanes without having an adverse impact on transit services,
 - (ii) considering alternatives to HOV lanes, such as differential toll charges, that could support an equivalent or greater movement of people during the

morning and afternoon weekday peak travel periods without having an adverse effect on transit services, and

- (iii) determining that implementing HOV lanes, differential toll charges or other alternatives will not have an adverse effect on the financial viability and the Authority's financial obligations in respect of the Golden Ears Bridge Project.

21.(2) Traffic flow will be monitored at appropriate locations on the Golden Ears Bridge Project and connecting roads to give effect to this section 21.

21.(3) For the purpose of calculating the Levels of Service under section 21.(1)(a) and (b) reductions in traffic flows caused by lane closures, motor vehicle accidents and other incidents shall not be taken into consideration.

22. Notices and Mailing Addresses

22.(1) Dispute Notices under section 15.(3), Requests (for reconsideration) under section 15.(5) and Appeal Notices under section 16.(2) and other communication or correspondence to the Billing Organization must be in writing and shall be physically delivered, transmitted electronically or mailed by prepaid registered mail to the Billing Organization at the address

- (a) set out in the Account Statement/Invoice; or
- (b) displayed on the Authority's website or on the Golden Ears Bridge toll website established by the Billing Organization.

Notices, requests and other communications under this section 22.(1) shall be deemed to have been received, if physically delivered, at the time of delivery, if sent by prepaid registered mail, on seventh day after mailing and if transmitted electronically, on the date of transmittal.

22.(2) Account Statement/Invoices and all other communications to a Motor Vehicle Owner may be physically delivered, transmitted electronically or sent by regular mail to the Best Recent Address of the Motor Vehicle Owner.

22.(3) Account Statement/Invoices and other communications under section 22.(2) shall be deemed to have been received, if physically delivered, at the time of delivery, if sent by regular mail, on the seventh day after mailing and if sent electronically, on the date of transmittal.

22.(4) All communication and correspondence including notices relating to Interoperability or Interoperable Tolls must be addressed to and served on TI Corp in accordance with the TReO Terms and Conditions.

23. Repeal and Commencement

23.(1) This bylaw repeals the Prior Tolling Bylaws.

23.(2) This bylaw comes into force and takes effect on the Interoperability Commencement Date.

READ A FIRST, SECOND AND THIRD TIME this 27th day of August, 2014.

RECONSIDERED, PASSED AND FINALLY ADOPTED this 27th day of August, 2014.

Original signed by Marcella Szel
Board Chair

Original signed by Gigi Chen-Kuo
General Counsel and Corporate Secretary

SECTION 7—CURRENT POWER LEVY BYLAW

GREATER VANCOUVER TRANSPORTATION AUTHORITY

BY-LAW NUMBER 17, 2001

A By-Law To Establish A Power Levy

WHEREAS pursuant to the *Greater Vancouver Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the authority may, by by-law, establish a power levy and require a collector to add the power levy to every residential dwelling unit account in the transportation service region.

NOW THEREFORE the Board of Directors of the Greater Vancouver Transportation Authority enacts as follows:

1. In this By-law

“account” means an electric service account rendered to a person liable for payment for the supply of electricity supplied by or through a collector.

“collector” means the British Columbia Hydro and Power Authority, the Corporation of the City of New Westminster or a public utility as defined in the *Utilities Commission Act*.

“residential dwelling unit” means a detached house, cottage or other single family dwelling, a duplex, an apartment building, a strata lot, a townhouse, a rowhouse, a rest home or a nursing home, and includes that part of a multi-use building that is used for the purpose of a single family dwelling, but does not include:

- a) a hotel
- b) a motel
- c) a lodge
- d) a resort
- e) a hospital
- f) any other institutional building, bunk house or camp building used on commercial or construction projects, or
- g) the parts of any building that are used for any purpose other than residential.

“supply” has the same meaning as in the *Hydro and Power Authority Act*.

“transportation service region” means all municipalities and rural areas located in the Greater Vancouver Regional District, and includes any area added to the region pursuant to the *Greater Vancouver Transportation Authority Act*.

2. A power levy of \$1.90 per month is established and shall be imposed. The levy shall be added to every residential dwelling unit account in the transportation service region.
3. Every collector having a residential dwelling unit account in the transportation service region shall add the power levy to those residential dwelling unit accounts which are located within the transportation service region.
4. This By-law may be cited as the “Greater Vancouver Transportation Authority Power Levy By-law Number 17, 2001”.
5. This By-law comes into force and takes effect on March 31, 2001.

READ A FIRST, SECOND AND THIRD TIME this 31st day of March 2001.

RECONSIDERED, PASSED AND FINALLY ADOPTED this 31st day of March, 2001.

George Fuil, Chair

Original signed

Paulette Vetleson, Secretary

SECTION 8—CURRENT BORROWING RESOLUTION

CERTIFIED RESOLUTION

I, Gigi Chen-Kuo, hereby certify that attached as Schedule "A" is a true and correct copy of the Omnibus Borrowing Resolution as finally adopted on September 25, 2015 by the South Coast British Columbia Transportation Authority Board of Directors.

Dated at New Westminster, British Columbia, this 20th day of October, 2015.

Original Signed by Gigi Chen-Kuo, General Counsel & Corporate Secretary

Gigi Chen-Kuo
General Counsel & Corporate Secretary

Schedule "A"

OMNIBUS BORROWING RESOLUTION

WHEREAS:

- A. Under section 31(4) of the South Coast British Columbia Transportation Authority Act, as amended, (the "SCBCTA Act"), the South Coast British Columbia Transportation Authority ("TransLink") may, subject to section 31(1) of the SCBCTA Act:
- (a) borrow sums of money TransLink considers necessary, and
 - (b) on its own, through any fiscal agent it appoints or otherwise, issue securities bearing interest at rates, if any, and payable as to principal and interest in currencies, at places, at times and in a manner TransLink determines;
- B. The TransLink Board of Directors passed a resolution on September 3, 2008 (the "2008 Resolution") authorizing borrowing directly and through the Municipal Finance Authority of British Columbia ("MFA") pursuant to section 31(2) of the SCBCTA Act and TransLink has from time to time since that resolution borrowed through MFA, but has now ceased borrowing any additional sums of money through MFA. If TransLink determines at any time to reinstate additional borrowing through the MFA under section 31(2) of the SCBCTA Act, the provisions of Part 2 of this resolution will apply to such borrowings;
- C. Under section 31(1) of the SCBCTA Act, the outstanding debt obligations of TransLink must not be greater than (i) \$1 billion 50 million, (ii) an amount proposed by TransLink's board and ratified by Greater Vancouver Regional District's board of directors and (iii) an amount proposed in an approved supplement or an approved investment plan as set out in section 31(1)(c) or (d);
- D. Under the 2012 supplemental plan which has been provided to and approved by the mayors' council under then sections 202(2) and 204(b) of the then SCBCTA Act, (before repeal of sections 202 and 204 and their replacement by sections 202.1 and 204.1 under the South Coast British Columbia Transportation Authority Amendment Act, 2014), TransLink's authorized debt obligation cap (the "Debt Obligation Cap") was increased from \$2 billion 800 million to \$3 billion 500 million; and
- E. It will be necessary from time to time for TransLink to borrow amounts (the "Borrowings"), for TransLink purposes, which will not exceed in the aggregate, together with any other outstanding debt obligations of TransLink arising from borrowings under the Debt Obligation Cap. The Borrowings hereunder are necessary to realize the net sum required for such TransLink purposes.

THEREFORE, BE IT RESOLVED that the TransLink Board of Directors enacts as follows:

Part 1

1. TransLink be and is hereby authorized to borrow at such time or times and in such amounts from time to time (all as may be determined pursuant to paragraph 2) funds in an aggregate principal amount which together with any other outstanding debt obligations of TransLink arising from borrowings will not exceed the Debt Obligation Cap of \$3 billion 500 million or such other amount as may be authorized under section 31(1)(b),(c) or (d) of the SCBCTA Act.
2. One of the Chief Executive Officer or the Chief Financial Officer and Executive Vice President Finance and Corporate Services (the "Chief Financial Officer") of TransLink together with the Chair of the Board of Directors or in his or her absence or unavailability the Vice-Chair of the Board of Directors or in his or her absence or unavailability the Chair of the Audit Committee of the Board of Directors are hereby authorized to determine the following:
 - (a) the aggregate principal amount of any Borrowings, subject to the limitation specified in paragraph 1;
 - (b) the principal amounts to be borrowed from time to time in respect of the Borrowings, and the timing and manner of such Borrowings;
 - (c) the currencies in which any Borrowings will be made;
 - (d) the kind or nature, and the principal amount, of securities (the "Securities"), if any, of TransLink to be issued or otherwise disposed of in connection with the Borrowings;
 - (e) the price at which the Securities will be sold, and whether such Securities will be sold at par value or at less or more than par value;
 - (f) the rate or rates, if any, at which the Securities will bear interest;
 - (g) the date upon which the Securities will be issued and, if applicable, the date upon which the Securities will mature;
 - (h) whether the Securities or any other securities of TransLink will be charged, pledged, hypothecated, deposited or otherwise dealt with as collateral security in connection with the Borrowings;
 - (i) whether or not the Securities will be redeemable, and if redeemable, all matters relating to the redemption of such Securities by TransLink prior to their maturity;
 - (j) all matters relating to sinking funds for the Securities;
 - (k) whether the Securities will be secured by any charge, pledge, hypothecation or other security interest in or over any or all of the assets of TransLink;
 - (l) whether any other or additional covenants of TransLink will be applicable to the Securities;
 - (m) the form of the Securities and, without limitation, whether the Securities will be held by a depository agency in a book-based system for the central handling of securities that provides for the transfer of the Securities by bookkeeping entry without physical delivery of the Securities;
 - (n) the form and content of agreements and other documents and the doing of all such things as may be necessary or desirable to effect use of the book-based system for the central

handling of the Securities;

- (o) whether any one or more persons will be retained as underwriter, syndicate member, selling agent or lead bank with respect to the sale of the Securities;
 - (p) whether any trustee, paying agent or other agent will be appointed in relation to the Securities or the Borrowings and, if so determined, the appointment of such trustee, paying agent or other agent, as applicable, and the approval of any trust deed or agency agreement, as applicable, to be entered into by TransLink;
 - (q) all matters relating to any repayment, refinancing, refunding, repurchase or redemption of any Securities or agreements of TransLink in connection with the Borrowings;
 - (r) whether any currency exchange, spot and future currency, interest rate exchange or future interest rate agreement will be entered by TransLink in relation to the Borrowings and, if so determined, the approval of any such agreement; and
 - (s) the approval and filing with any securities regulatory authority of any document, notice or application, together with any related fee, required by any applicable law.
3. TransLink may, without the approval of the holders of the bonds of any issue of bonds forming a part of the Securities, issue from time to time further bonds in addition to the principal amount of any prior or any subsequent issue of bonds having the same terms and conditions as the bonds of that prior or subsequent issue (except where applicable, the first payment of interest). Such further issues shall be consolidated and form a single series with the outstanding bonds of the prior issue or issues and shall mature on the same date and may be interchangeable with the bonds of the prior issue and any other bonds of the same series as may have been issued.
 4. The security (the "Global Bond") substantially in the form set out in Appendix A to this resolution together with the insertion of the specific details of the issue of bonds issued in respect of any Borrowings including amount, term and interest rate is hereby approved for all future issues of bonds as required under section 31(9) of the SCBCTA Act. Any two of the Chief Executive Officer, the Chief Financial Officer, the General Counsel or the Vice President Financial Services are hereby authorized and directed in the name of and on behalf of TransLink to execute and deliver Global Bonds.
 5. Any two of the Chief Executive Officer, the Chief Financial Officer, the General Counsel or the Vice President Financial Services are hereby authorized and directed in the name of and on behalf of TransLink to execute and deliver or cause to be executed and delivered any and all agreements or documents that may be required or desirable in respect of any Borrowings and execution by such persons shall be conclusive proof of their authority to act on behalf of TransLink.
 6. Any two of the Chief Executive Officer, the Chief Financial Officer, the General Counsel or the Vice President Financial Services are hereby authorized for and on behalf of TransLink to take all such actions, do such things and execute with or without the seal of TransLink, and deliver all such agreements, documents or instruments as they may deem appropriate in connection with or to give effect to the foregoing, and execution by such persons shall be conclusive proof of their authority to act on behalf of TransLink.
 7. For the purposes of this resolution, any authority given to the Chief Executive Officer, the Chief Financial Officer, the General Counsel or the Vice President Financial Services of TransLink

includes a person acting for or a deputy of the Chief Executive Officer, the Chief Financial Officer, the General Counsel or the Vice President Financial Services, as the case may be.

Part 2

1. Without limiting the generality of paragraphs 1 and 2 of Part I, MFA is hereby requested and authorized to finance from time to time at the sole cost of and on behalf of and at the direction of TransLink an amount not to exceed the aggregate principal amount which together with any other outstanding debt obligations of TransLink arising from borrowings will not exceed the Debt Obligation Cap of \$3.5 billion or such other amount as may be authorized under section 31(1)(b), (c) or (d) of the SCBCTA Act in such currency or currencies and at such rate or rates of interest, and having such maturity date or dates and with such discounts or premiums and expenses, all as MFA deems consistent with the suitability of the bond market for the sale of securities by MFA. Requests to MFA for financing from time to time in respect of the borrowing authorized under this paragraph shall be made in writing by the Chief Executive Officer or the Chief Financial Officer of TransLink and the Chair of the Board of Directors or in his or her absence or unavailability the Vice-Chair of the Board of Directors or in his or her absence or unavailability the Chair of the Audit Committee.
2. For the purpose of effecting the borrowing set out in paragraph 1 of this Part 2, TransLink is hereby authorized to borrow up to the amount set out in paragraph 1 by entering into and executing one or more agreements pursuant to section 26 of the *Municipal Finance Authority Act* ("MFA Act") substantially in the form annexed hereto as Appendix B or such other form of agreement as MFA may from time to time determine (such agreement or agreements as may be entered into, delivered or substituted, hereinafter called the "Agreement" or "Agreements") providing for payment by TransLink to MFA of the amounts required to meet the obligations of MFA with respect to its borrowings undertaken pursuant to this resolution, which Agreement or Agreements shall rank as debenture debt of TransLink.
3. The Agreement or Agreements shall be dated and payable in the principal amounts of money in Canadian dollars or as MFA shall determine in such other currency or currencies as shall be borrowed by MFA under paragraph 1 of this Part 2 and shall set out the schedule of repayment of the principal amount or amounts together with interest on unpaid amounts as shall be determined by the Treasurer of MFA.
4. The obligation incurred under the Agreement or Agreements shall bear interest from the date that TransLink is provided funds under the Agreement or Agreements and shall bear interest at a rate to be determined by the Treasurer and approved by the Board of Trustees of MFA.
5. TransLink shall raise in each year of the Agreement or Agreements sufficient sums of money to pay interest and principal falling due from time to time.
6. TransLink shall provide and pay over to MFA such sums of money as are required to discharge its obligations in accordance with the terms of the Agreement or Agreements, including all costs of any redemptions of securities by MFA before maturity and the costs of reissuing securities and any refinancing or refunding. If the sums of money provided

for in the Agreement or Agreements are not sufficient to meet the obligations of MFA, any deficiency in meeting such obligations shall be a liability of TransLink to MFA and TransLink shall make provision to discharge such liability.

7. The obligations incurred under the Agreement or Agreements as to principal and interest shall be payable at the head office of MFA in Victoria and at such time or times as shall be determined by the Treasurer of MFA.
8. At the request of the Treasurer of MFA and pursuant to section 15 of the MFA Act, TransLink shall pay over to MFA such sums of money and execute and deliver such demand promissory note or notes as are required under section 15 of the MFA Act, to form part of the debt reserve fund established by MFA in connection with the financing undertaken by MFA on behalf of TransLink pursuant to the Agreement or Agreements.
9. The Agreement or Agreements and the demand promissory note or notes referred to in paragraph 8 of this Part 2 shall be sealed with the seal of TransLink and signed by any two of the Chief Executive Officer, the Chief Financial Officer, the General Counsel or the Vice President Financial Services of TransLink and the execution by such persons shall be conclusive proof of their authority to act on behalf of TransLink.
10. Any two of the Chief Executive Officer, the Chief Financial Officer, the General Counsel or the Vice President Financial Services of TransLink are hereby authorized on behalf of TransLink to do all such things and to execute, with or without the seal of TransLink, and deliver all such other agreements, documents or instruments as they deem appropriate in connection with or to give effect to the foregoing and the execution by such persons shall be conclusive proof of their authority to act on behalf of TransLink. Any two of the Chief Executive Officer, the Chief Financial Officer, the General Counsel or the Vice President Financial Services of TransLink are also hereby authorized to sign and deliver any officer's certificate with or without the seal of TransLink required by MFA in relation to any financing by MFA on behalf of TransLink.
11. This resolution shall take effect on the date it is passed and adopted.

APPENDIX A

Unless this certificate is presented by an authorized representative of CDS Clearing and Depository Services Inc. ("CDS") to South Coast British Columbia Transportation Authority (the "Issuer") or its agent for registration of transfer, exchange or payment, and any certificate issued in respect thereof is registered in the name of CDS & CO., or in such other name as is requested by an authorized representative of CDS (and any payment is made to CDS & CO. or to such other entity as is requested by an authorized representative of CDS), ANY TRANSFER, PLEDGE OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL since the registered holder hereof, CDS & CO., has a property interest in the securities represented by this certificate herein and it is a violation of its rights for another person to hold, transfer or deal with this certificate.

**SOUTH COAST BRITISH COLUMBIA
TRANSPORTATION AUTHORITY**

(continued under the *South Coast British Columbia
Transportation Authority Act* (British Columbia))

Series: ●

ISIN CA●

●% BOND, SERIES ●, DUE ●

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY (the "Issuer") for value received, hereby promises to pay to

CDS & CO.

as nominee of CDS Clearing and Depository Services Inc. or registered assigns, the principal sum of

● **DOLLARS**

in lawful money of Canada on the ● day of ●, ●, and to pay interest thereon in the meantime from the ● day of ●, ● or the last date on which interest has been paid on this Global Bond, whichever is later, at the rate of ●% per annum, in like money semi-annually on the ● day of ● and the ● day of ● in each year (each an "Interest Payment Date") in the manner provided in the Terms and Conditions attached to this Global Bond.

Upon all payments having been made by the Issuer as required herein, this Global Bond shall be void and of no further effect, whether or not this Global Bond has been marked "cancelled" or delivered for cancellation to the Issuer or the Fiscal Agent (as defined in the attached Terms and Conditions).

It is hereby certified and declared that all acts, conditions and things necessary to be done and to exist precedent to and in the issuance of this Global Bond have been properly done, fulfilled and performed and do exist in regular and due form as required by the laws of the Province of British Columbia.

Capitalized terms not defined in this Global Bond shall have the meaning assigned to them in the Fiscal Agency Agreement.

IN WITNESS WHEREOF SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY has caused the manual signature and the manual countersignature of its authorized signatories to be affixed hereto.

DATED this • day of •, •.

SOUTH COAST BRITISH COLUMBIA
TRANSPORTATION AUTHORITY

By:

Countersigned:

By:

TERMS AND CONDITIONS OF GLOBAL BOND

1. The Bonds are issued with the benefit of and subject to a fiscal agency agreement dated for reference the • day of •, • (as amended to the date of this Global Bond and as from time to time amended after the date hereof, the "Fiscal Agency Agreement") between the Issuer and • as fiscal agent and registrar (the "Fiscal Agent", which term includes any successor fiscal agent and registrar). Copies of the Fiscal Agency Agreement and the form of this Global Bond are available for inspection at the principal corporate trust office of the Fiscal Agent in Vancouver, British Columbia (the "Vancouver Office") or, if the Fiscal Agent has designated in accordance with the Fiscal Agency Agreement a different office in Vancouver, British Columbia for such inspections, at the designated office. The Bonds and the Fiscal Agency Agreement will together constitute a contract, all the terms and conditions of which the registered holders of Bonds by acceptance of such Bonds are deemed to have notice thereof and to have assented thereto.
2. This Global Bond is registered in the name of the nominee of CDS Clearing and Depository Services Inc. ("CDS") and held by CDS. Beneficial interests in this Global Bond are represented through book-entry accounts, to be established and maintained by CDS, of financial institutions acting on behalf of beneficial owners as direct and indirect participants of CDS.
3. Except in limited circumstances, owners of beneficial interests in this Global Bond will not be entitled to have Bonds registered in their names and will not receive nor be entitled to receive certificated Bonds in definitive form. Neither the Issuer nor the Fiscal Agent will have any responsibility or liability for maintaining, supervising or reviewing any records of CDS relating to beneficial interests in this Global Bond or for any aspect of the records of CDS relating to payments made by CDS on account of such beneficial interests.
4. The Bonds shall constitute direct unsecured general obligations of the Issuer and rank concurrently and pari passu with all other unsecured notes, bonds, debentures and other like securities issued by the Issuer outstanding from time to time, other than notes, bonds, debentures and other like securities (if any) which are by their terms subordinated to the Bonds.
5. The Issuer reserves the right to appoint a replacement Fiscal Agent to act on behalf of the Issuer in respect of the Bonds, which replacement Fiscal Agent shall maintain an office in Vancouver, British Columbia. Notice of the appointment of a replacement Fiscal Agent shall be sufficient if given to registered holders of Bonds at least 30 days in advance of such appointment or, as long as the Bonds are represented by this Global Bond, such shorter period as may be agreed by CDS. However, any unintentional defect or failure in the giving of such notice shall not invalidate the appointment of the replacement Fiscal Agent. The Issuer reserves the right to act as its own fiscal agent and registrar at any time.
6. The Issuer and the Fiscal Agent may deem and treat the registered holder of the Bonds as the absolute owner for the purpose of receiving payments of principal and interest and for all other purposes notwithstanding any notice to the contrary.
7. The record date for purposes of payment of principal of and interest on the Bonds will be as of 5:00 p.m. (Vancouver time) on the sixteenth calendar day preceding the maturity date or any Interest Payment Date, as applicable. Principal of and interest on the Bonds are payable to the persons registered in the register on the relevant record date. The Fiscal Agent shall not be required to register any transfer or exchange of Bonds during the period from any record date to the corresponding payment date. Despite the foregoing provisions of this section, for so long as

the Bonds are represented by this Global Bond, payments of principal and interest on the Bonds will be paid to the registered holder entitled to such payments as determined in accordance with the regular procedures established from time to time by CDS and the Fiscal Agent.

8. All payments in respect of interest on the Bonds shall be made on each Interest Payment Date:
 - (a) in the case of this Global Bond, in accordance with the regular procedures established from time to time by CDS and the Fiscal Agent; or
 - (b) in the case of certificated Bonds in definitive form, by forwarding by post, or otherwise delivering, a cheque to the registered addresses of registered holders of definitive Bonds or, if the Issuer and the Fiscal Agent so agree, by otherwise transferring funds in respect of such interest to the credit of the registered holders of definitive Bonds.
9. Whenever it is necessary to compute any amount of interest in respect of the Bonds for a period of less than one full year, other than with respect to regular semi-annual interest payments, such interest shall be calculated on the basis of the actual number of days in the period and a year of 365 days.
10. Payments in respect of principal of and interest on the Bonds shall only be made on a day, other than a Saturday or a Sunday, on which financial institutions are open for normal business in Vancouver, British Columbia (a "Vancouver Business Day") and if any date for payment is not a Vancouver Business Day, payment shall be made on the next following Vancouver Business Day and no further interest shall be paid in respect of the delay in such payment.
11. Any notice to be given to the Issuer by a registered holder of any Bond shall be given to the Issuer by written notice from the registered holder lodged at the Vancouver Office of the Fiscal Agent.
12. The Bonds are not redeemable prior to maturity.
13. The Issuer may at any time and at any price purchase Bonds in the open market, by tender or by private contract and may at its option direct the Fiscal Agent to cancel any Bonds so purchased.
14. The Issuer may, without notice to or the consent of the registered holders of Bonds, from time to time issue and sell additional bonds ranking *pari passu* with the Bonds in all respects (or in all respects except for the payment of interest accruing prior to the issue date of such additional bonds or the first payment of interest following the issue date of such additional bonds), which additional bonds shall form a single series with the Bonds and shall have the same terms as to status or otherwise as the Bonds. Any additional bonds shall be issued with the benefit of and subject to the Fiscal Agency Agreement.
15. All notices to the registered holders of Bonds will be sufficient if sent by mail or by otherwise delivering a copy of such notice to the registered addresses of registered holders.
16. The Bonds are governed by, and shall be construed in accordance with, the laws of the Province of British Columbia.

APPENDIX B

BORROWING RESOLUTION DATED THE ____ DAY OF _____, 20__

CANADA

PROVINCE OF BRITISH COLUMBIA

AGREEMENT

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

The South Coast British Columbia Transportation Authority ("TransLink") hereby promises to pay to the Municipal Finance Authority of British Columbia ("MFA") at its head office in Victoria, British Columbia, the sum of ● DOLLARS (\$) in lawful money of Canada, together with interest thereon from the ● day of ● 20●, at varying rates of interest, calculated semi-annually, in each and every year during the currency of this Agreement; and payments of principal and interest shall be as specified in the schedule attached commencing on the ● day of ● 20●, provided that in the event the payments of principal and interest hereunder are insufficient to satisfy the obligations of MFA undertaken on behalf of TransLink, TransLink shall pay over to MFA such further sums as are sufficient to discharge the obligations of TransLink to MFA.

Dated at New Westminster ~~Burnaby~~, British Columbia, this ● day of ●, 20●

IN TESTIMONY WHEREOF and under the authority of TransLink Board of Directors Borrowing Resolution dated ●, 20●, this Agreement is sealed with the Corporate Seal of TransLink and signed by the ● ~~Chair~~ and ● ~~Chief Executive Officer~~ of TransLink.

MUNICIPAL FINANCE AUTHORITY ISSUE NO. ●
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY BORROWING RESOLUTION
DATED ●, 20●
CURRENCY: CDN
PURPOSE: OTHER

DATE	PAYMENT	PRINCIPAL SF DEPOSIT	INTEREST	ACTUARIAL ADDITION	REDUCING BALANCE
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DEBT RESERVE FUND CONTRIBUTIONS:

DEMAND NOTE
CASH
TOTAL

PROPOSED OMNIBUS BORROWING RESOLUTION

WHEREAS:

- A. Under section 31(4) of the South Coast British Columbia Transportation Authority Act, as amended, (the “SCBCTA Act”), the South Coast British Columbia Transportation Authority (“TransLink”) may, subject to section 31(1) of the SCBCTA Act:
 - (a) borrow sums of money TransLink considers necessary, and
 - (b) on its own, through any fiscal agent it appoints or otherwise, issue securities bearing interest at rates, if any, and payable as to principal and interest in currencies, at places, at times and in a manner TransLink determines;
- B. The TransLink Board of Directors passed a resolution on September 3, 2008 (the “2008 Resolution”) authorizing borrowing directly and through the Municipal Finance Authority of British Columbia (“MFA”) pursuant to section 31(2) of the SCBCTA Act and TransLink has from time to time since that resolution borrowed through MFA, but has now ceased borrowing any additional sums of money through MFA. If TransLink determines at any time to reinstate additional borrowing through the MFA under section 31(2) of the SCBCTA Act, the provisions of Part 2 of this resolution will apply to such borrowings;
- C. Under section 31(1) of the SCBCTA Act, the outstanding debt obligations of TransLink must not be greater than (i) \$1 billion 50 million, (ii) an amount proposed by TransLink’s board and ratified by Greater Vancouver Regional District’s board of directors and (iii) an amount proposed in an approved supplement or an approved investment plan as set out in section 31(1)(c) or (d);
- D. Under the 2012 supplemental plan which has been provided to and approved by the mayors’ council under then sections 202(2) and 204(b) of the then SCBCTA Act, (before repeal of sections 202 and 204 and their replacement by sections 202.1 and 204.1 under the South Coast British Columbia Transportation Authority Amendment Act, 2014), TransLink’s authorized debt obligation cap was increased from \$2 billion 800 million to \$3 billion 500 million;
- E. Under the 2017 Investment Plan approved by the mayors’ council under section 202.1 and 204.1 of the SCBCTA Act, TransLink’s authorized debt obligation cap (the “Debt Obligation Cap”) was increased from \$3 billion 500 million to \$4 billion; and
- F. It will be necessary from time to time for TransLink to borrow amounts (the “Borrowings”), for TransLink purposes, which, together with any other outstanding debt obligations of TransLink arising from borrowings, will not exceed in the aggregate the Debt Obligation Cap. The Borrowings hereunder are necessary to realize the net sum required for such TransLink purposes.

THEREFORE, BE IT RESOLVED that the TransLink Board of Directors enacts as follows:

Part 1

1. TransLink be and is hereby authorized to borrow at such time or times and in such amounts from time to time (all as may be determined pursuant to paragraph 2) funds in an aggregate principal amount which together with any other outstanding debt obligations of TransLink arising from borrowings will not exceed the Debt Obligation Cap of \$4 billion or such other amount as may be authorized under section 31(1)(b),(c) or (d) of the SCBCTA Act.

2. One of the Chief Executive Officer or the Chief Financial Officer and Executive Vice President, Finance and Corporate Services (the “Chief Financial Officer”) of TransLink together with the Chair of the Board of Directors or in his or her absence or unavailability the Vice-Chair of the Board of Directors or in his or her absence or unavailability the Chair of the Audit Committee of the Board of Directors are hereby authorized to determine the following:
- (a) the aggregate principal amount of any Borrowings, subject to the limitation specified in paragraph 1;
 - (b) the principal amounts to be borrowed from time to time in respect of the Borrowings, and the timing and manner of such Borrowings;
 - (c) the currencies in which any Borrowings will be made;
 - (d) the kind or nature, and the principal amount, of securities (the “Securities”), if any, of TransLink to be issued or otherwise disposed of in connection with the Borrowings;
 - (e) the price at which the Securities will be sold, and whether such Securities will be sold at par value or at less or more than par value;
 - (f) the rate or rates, if any, at which the Securities will bear interest;
 - (g) the date upon which the Securities will be issued and, if applicable, the date upon which the Securities will mature;
 - (h) whether the Securities or any other securities of TransLink will be charged, pledged, hypothecated, deposited or otherwise dealt with as collateral security in connection with the Borrowings;
 - (i) whether or not the Securities will be redeemable, and if redeemable, all matters relating to the redemption of such Securities by TransLink prior to their maturity;
 - (j) all matters relating to sinking funds for the Securities;
 - (k) whether the Securities will be secured by any charge, pledge, hypothecation or other security interest in or over any or all of the assets of TransLink;
 - (l) whether any other or additional covenants of TransLink will be applicable to the Securities;
 - (m) the form of the Securities and, without limitation, whether the Securities will be held by a depository agency in a book-based system for the central handling of securities that provides for the transfer of the Securities by bookkeeping entry without physical delivery of the Securities;
 - (n) the form and content of agreements and other documents and the doing of all such things as may be necessary or desirable to effect use of the book-based system for the central handling of the Securities;
 - (o) whether any one or more persons will be retained as underwriter, syndicate member, selling agent or lead bank with respect to the sale of the Securities;
 - (p) whether any trustee, paying agent or other agent will be appointed in relation to the

Securities or the Borrowings and, if so determined, the appointment of such trustee, paying agent or other agent, as applicable, and the approval of any trust deed or agency agreement, as applicable, to be entered into by TransLink;

- (q) all matters relating to any repayment, refinancing, refunding, repurchase or redemption of any Securities or agreements of TransLink in connection with the Borrowings;
 - (r) whether any currency exchange, spot and future currency, interest rate exchange or future interest rate agreement will be entered by TransLink in relation to the Borrowings and, if so determined, the approval of any such agreement; and
 - (s) the approval and filing with any securities regulatory authority of any document, notice or application, together with any related fee, required by any applicable law.
3. TransLink may, without the approval of the holders of the bonds of any issue of bonds forming a part of the Securities, issue from time to time further bonds in addition to the principal amount of any prior or any subsequent issue of bonds having the same terms and conditions as the bonds of that prior or subsequent issue (except where applicable, the first payment of interest). Such further issues shall be consolidated and form a single series with the outstanding bonds of the prior issue or issues and shall mature on the same date and may be interchangeable with the bonds of the prior issue and any other bonds of the same series as may have been issued.
 4. The security (the “Global Bond”) substantially in the form set out in Appendix A to this resolution together with the insertion of the specific details of the issue of bonds issued in respect of any Borrowings including amount, term and interest rate is hereby approved for all future issues of bonds as required under section 31(9) of the SCBCTA Act. Any two of the Chief Executive Officer, the Chief Financial Officer, the General Counsel or the Vice President Financial Services are hereby authorized and directed in the name of and on behalf of TransLink to execute and deliver Global Bonds.
 5. Any two of the Chief Executive Officer, the Chief Financial Officer, the General Counsel or the President Financial Services are hereby authorized and directed in the name of and on behalf of TransLink to execute and deliver or cause to be executed and delivered any and all agreements or documents that may be required or desirable in respect of any Borrowings and execution by such persons shall be conclusive proof of their authority to act on behalf of TransLink.
 6. Any two of the Chief Executive Officer, the Chief Financial Officer, the General Counsel or the Vice President Financial Services are hereby authorized for and on behalf of TransLink to take all such actions, do such things and execute with or without the seal of TransLink, and deliver all such agreements, documents or instruments as they may deem appropriate in connection with or to give effect to the foregoing, and execution by such persons shall be conclusive proof of their authority to act on behalf of TransLink.
 7. For the purposes of this resolution, any authority given to the Chief Executive Officer, the Chief Financial Officer, the General Counsel or the Vice President Financial Services of TransLink includes a person acting for or a deputy of the Chief Executive Officer, the Chief Financial Officer, the General Counsel or the Vice President Financial Services, as the case may be.

Part 2

1. Without limiting the generality of paragraphs 1 and 2 of Part I, MFA is hereby requested and authorized to finance from time to time at the sole cost of and on behalf of and at the direction of

TransLink an amount not to exceed the aggregate principal amount which together with any other outstanding debt obligations of TransLink arising from borrowings will not exceed the Debt Obligation Cap of \$4 billion or such other amount as may be authorized under section 31(1)(b), (c) or (d) of the SCBCTA Act in such currency or currencies and at such rate or rates of interest, and having such maturity date or dates and with such discounts or premiums and expenses, all as MFA deems consistent with the suitability of the bond market for the sale of securities by MFA. Requests to MFA for financing from time to time in respect of the borrowing authorized under this paragraph shall be made in writing by the Chief Executive Officer or the Chief Financial Officer of TransLink and the Chair of the Board of Directors or in his or her absence or unavailability the Vice-Chair of the Board of Directors or in his or her absence or unavailability the Chair of the Audit Committee.

2. For the purpose of effecting the borrowing set out in paragraph 1 of this Part 2, TransLink is hereby authorized to borrow up to the amount set out in paragraph 1 by entering into and executing one or more agreements pursuant to section 26 of the *Municipal Finance Authority Act* ("MFA Act") substantially in the form annexed hereto as Appendix B or such other form of agreement as MFA may from time to time determine (such agreement or agreements as may be entered into, delivered or substituted, hereinafter called the "Agreement" or "Agreements") providing for payment by TransLink to MFA of the amounts required to meet the obligations of MFA with respect to its borrowings undertaken pursuant to this resolution, which Agreement or Agreements shall rank as debenture debt of TransLink.
3. The Agreement or Agreements shall be dated and payable in the principal amounts of money in Canadian dollars or as MFA shall determine in such other currency or currencies as shall be borrowed by MFA under paragraph 1 of this Part 2 and shall set out the schedule of repayment of the principal amount or amounts together with interest on unpaid amounts as shall be determined by the Treasurer of MFA.
4. The obligation incurred under the Agreement or Agreements shall bear interest from the date that TransLink is provided funds under the Agreement or Agreements and shall bear interest at a rate to be determined by the Treasurer and approved by the Board of Trustees of MFA.
5. TransLink shall raise in each year of the Agreement or Agreements sufficient sums of money to pay interest and principal falling due from time to time.
6. TransLink shall provide and pay over to MFA such sums of money as are required to discharge its obligations in accordance with the terms of the Agreement or Agreements, including all costs of any redemptions of securities by MFA before maturity and the costs of reissuing securities and any refinancing or refunding. If the sums of money provided for in the Agreement or Agreements are not sufficient to meet the obligations of MFA, any deficiency in meeting such obligations shall be a liability of TransLink to MFA and TransLink shall make provision to discharge such liability.
7. The obligations incurred under the Agreement or Agreements as to principal and interest shall be payable at the head office of MFA in Victoria and at such time or times as shall be determined by the Treasurer of MFA.
8. At the request of the Treasurer of MFA and pursuant to section 15 of the MFA Act, TransLink shall pay over to MFA such sums of money and execute and deliver such demand promissory note or notes as are required under section 15 of the MFA Act, to form part of the debt reserve fund established by MFA in connection with the financing undertaken by MFA on behalf of TransLink pursuant to the Agreement or Agreements.

9. The Agreement or Agreements and the demand promissory note or notes referred to in paragraph 8 of this Part 2 shall be sealed with the seal of TransLink and signed by any two of the Chief Executive Officer, the Chief Financial Officer, the General Counsel or the Vice President Financial Services of TransLink and the execution by such persons shall be conclusive proof of their authority to act on behalf of TransLink.
10. Any two of the Chief Executive Officer, the Chief Financial Officer, the General Counsel or the Vice President Financial Services of TransLink are hereby authorized on behalf of TransLink to do all such things and to execute, with or without the seal of TransLink, and deliver all such other agreements, documents or instruments as they deem appropriate in connection with or to give effect to the foregoing and the execution by such persons shall be conclusive proof of their authority to act on behalf of TransLink. Any two of the Chief Executive Officer, the Chief Financial Officer, the General Counsel or the Vice President Financial Services of TransLink are also hereby authorized to sign and deliver any officer's certificate with or without the seal of TransLink required by MFA in relation to any financing by MFA on behalf of TransLink.
11. This resolution shall take effect on the date it is passed and adopted.

APPENDIX A

Unless this certificate is presented by an authorized representative of CDS Clearing and Depository Services Inc. ("CDS") to South Coast British Columbia Transportation Authority (the "Issuer") or its agent for registration of transfer, exchange or payment, and any certificate issued in respect thereof is registered in the name of CDS & CO., or in such other name as is requested by an authorized representative of CDS (and any payment is made to CDS & CO. or to such other entity as is requested by an authorized representative of CDS), ANY TRANSFER, PLEDGE OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL since the registered holder hereof, CDS & CO., has a property interest in the securities represented by this certificate herein and it is a violation of its rights for another person to hold, transfer or deal with this certificate.

**SOUTH COAST BRITISH COLUMBIA
TRANSPORTATION AUTHORITY**

(continued under the *South Coast British Columbia
Transportation Authority Act* (British Columbia))

Series: ●

ISIN CA●

●% BOND, SERIES ●, DUE ●

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY (the "Issuer") for value received, hereby promises to pay to

CDS & CO.

as nominee of CDS Clearing and Depository Services Inc. or registered assigns, the principal sum of

● **DOLLARS**

in lawful money of Canada on the ● day of ●, ●, and to pay interest thereon in the meantime from the ● day of ●, ● or the last date on which interest has been paid on this Global Bond, whichever is later, at the rate of ●% per annum, in like money semi-annually on the ● day of ● and the ● day of ● in each year (each an "Interest Payment Date") in the manner provided in the Terms and Conditions attached to this Global Bond.

Upon all payments having been made by the Issuer as required herein, this Global Bond shall be void and of no further effect, whether or not this Global Bond has been marked "cancelled" or delivered for cancellation to the Issuer or the Fiscal Agent (as defined in the attached Terms and Conditions).

It is hereby certified and declared that all acts, conditions and things necessary to be done and to exist precedent to and in the issuance of this Global Bond have been properly done, fulfilled and performed and do exist in regular and due form as required by the laws of the Province of British Columbia.

Capitalized terms not defined in this Global Bond shall have the meaning assigned to them in the Fiscal Agency Agreement.

IN WITNESS WHEREOF SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY has caused the manual signature and the manual countersignature of its authorized signatories to be affixed hereto.

DATED this ● day of ●, ●.

SOUTH COAST BRITISH COLUMBIA
TRANSPORTATION AUTHORITY

By:

Countersigned:

By:

TERMS AND CONDITIONS OF GLOBAL BOND

1. The Bonds are issued with the benefit of and subject to a fiscal agency agreement dated for reference the ● day of ●, ● (as amended to the date of this Global Bond and as from time to time amended after the date hereof, the "Fiscal Agency Agreement") between the Issuer and ● as fiscal agent and registrar (the "Fiscal Agent", which term includes any successor fiscal agent and registrar). Copies of the Fiscal Agency Agreement and the form of this Global Bond are available for inspection at the principal corporate trust office of the Fiscal Agent in Vancouver, British Columbia (the "Vancouver Office") or, if the Fiscal Agent has designated in accordance with the Fiscal Agency Agreement a different office in Vancouver, British Columbia for such inspections, at the designated office. The Bonds and the Fiscal Agency Agreement will together constitute a contract, all the terms and conditions of which the registered holders of Bonds by acceptance of such Bonds are deemed to have notice thereof and to have assented thereto.
2. This Global Bond is registered in the name of the nominee of CDS Clearing and Depository Services Inc. ("CDS") and held by CDS. Beneficial interests in this Global Bond are represented through book-entry accounts, to be established and maintained by CDS, of financial institutions acting on behalf of beneficial owners as direct and indirect participants of CDS.
3. Except in limited circumstances, owners of beneficial interests in this Global Bond will not be entitled to have Bonds registered in their names and will not receive nor be entitled to receive certificated Bonds in definitive form. Neither the Issuer nor the Fiscal Agent will have any responsibility or liability for maintaining, supervising or reviewing any records of CDS relating to beneficial interests in this Global Bond or for any aspect of the records of CDS relating to payments made by CDS on account of such beneficial interests.
4. The Bonds shall constitute direct unsecured general obligations of the Issuer and rank concurrently and pari passu with all other unsecured notes, bonds, debentures and other like securities issued by the Issuer outstanding from time to time, other than notes, bonds, debentures and other like securities (if any) which are by their terms subordinated to the Bonds.
5. The Issuer reserves the right to appoint a replacement Fiscal Agent to act on behalf of the Issuer in respect of the Bonds, which replacement Fiscal Agent shall maintain an office in Vancouver, British Columbia. Notice of the appointment of a replacement Fiscal Agent shall be sufficient if given to registered holders of Bonds at least 30 days in advance of such appointment or, as long as the Bonds are represented by this Global Bond, such shorter period as may be agreed by CDS. However, any unintentional defect or failure in the giving of such notice shall not invalidate the appointment of the replacement Fiscal Agent. The Issuer reserves the right to act as its own fiscal agent and registrar at any time.
6. The Issuer and the Fiscal Agent may deem and treat the registered holder of the Bonds as the absolute owner for the purpose of receiving payments of principal and interest and for all other purposes notwithstanding any notice to the contrary.
7. The record date for purposes of payment of principal of and interest on the Bonds will be as of 5:00 p.m. (Vancouver time) on the sixteenth calendar day preceding the maturity date or any Interest Payment Date, as applicable. Principal of and interest on the Bonds are payable to the persons registered in the register on the relevant record date. The Fiscal Agent shall not be required to register any transfer or exchange of Bonds during the period from any record date to the corresponding payment date. Despite the foregoing provisions of this section, for so long as

the Bonds are represented by this Global Bond, payments of principal and interest on the Bonds will be paid to the registered holder entitled to such payments as determined in accordance with the regular procedures established from time to time by CDS and the Fiscal Agent.

8. All payments in respect of interest on the Bonds shall be made on each Interest Payment Date:
 - (a) in the case of this Global Bond, in accordance with the regular procedures established from time to time by CDS and the Fiscal Agent; or
 - (b) in the case of certificated Bonds in definitive form, by forwarding by post, or otherwise delivering, a cheque to the registered addresses of registered holders of definitive Bonds or, if the Issuer and the Fiscal Agent so agree, by otherwise transferring funds in respect of such interest to the credit of the registered holders of definitive Bonds.
9. Whenever it is necessary to compute any amount of interest in respect of the Bonds for a period of less than one full year, other than with respect to regular semi-annual interest payments, such interest shall be calculated on the basis of the actual number of days in the period and a year of 365 days.
10. Payments in respect of principal of and interest on the Bonds shall only be made on a day, other than a Saturday or a Sunday, on which financial institutions are open for normal business in Vancouver, British Columbia (a "Vancouver Business Day") and if any date for payment is not a Vancouver Business Day, payment shall be made on the next following Vancouver Business Day and no further interest shall be paid in respect of the delay in such payment.
11. Any notice to be given to the Issuer by a registered holder of any Bond shall be given to the Issuer by written notice from the registered holder lodged at the Vancouver Office of the Fiscal Agent.
12. The Bonds are not redeemable prior to maturity.
13. The Issuer may at any time and at any price purchase Bonds in the open market, by tender or by private contract and may at its option direct the Fiscal Agent to cancel any Bonds so purchased.
14. The Issuer may, without notice to or the consent of the registered holders of Bonds, from time to time issue and sell additional bonds ranking *pari passu* with the Bonds in all respects (or in all respects except for the payment of interest accruing prior to the issue date of such additional bonds or the first payment of interest following the issue date of such additional bonds), which additional bonds shall form a single series with the Bonds and shall have the same terms as to status or otherwise as the Bonds. Any additional bonds shall be issued with the benefit of and subject to the Fiscal Agency Agreement.
15. All notices to the registered holders of Bonds will be sufficient if sent by mail or by otherwise delivering a copy of such notice to the registered addresses of registered holders.
16. The Bonds are governed by, and shall be construed in accordance with, the laws of the Province of British Columbia.

APPENDIX B

BORROWING RESOLUTION DATED THE ____ DAY OF _____, 20__

CANADA

PROVINCE OF BRITISH COLUMBIA

AGREEMENT

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

The South Coast British Columbia Transportation Authority ("TransLink") hereby promises to pay to the Municipal Finance Authority of British Columbia ("MFA") at its head office in Victoria, British Columbia, the sum of ● DOLLARS (\$) in lawful money of Canada, together with interest thereon from the ● day of ● 20●, at varying rates of interest, calculated semi-annually, in each and every year during the currency of this Agreement; and payments of principal and interest shall be as specified in the schedule attached commencing on the ● day of ● 20●, provided that in the event the payments of principal and interest hereunder are insufficient to satisfy the obligations of MFA undertaken on behalf of TransLink, TransLink shall pay over to MFA such further sums as are sufficient to discharge the obligations of TransLink to MFA.

Dated at New Westminster, British Columbia, this ● day of ●, 20●

IN TESTIMONY WHEREOF and under the authority of TransLink Board of Directors Borrowing Resolution dated ●, 20●, this Agreement is sealed with the Corporate Seal of TransLink and signed by the ● and ● of TransLink.

MUNICIPAL FINANCE AUTHORITY ISSUE NO. ●
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY BORROWING RESOLUTION
DATED ●, 20●
CURRENCY: CDN
PURPOSE: OTHER

DATE	PAYMENT	PRINCIPAL SF DEPOSIT	INTEREST	ACTUARIAL ADDITION	REDUCING BALANCE
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DEBT RESERVE FUND CONTRIBUTIONS:

DEMAND NOTE
CASH
TOTAL