



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

APPROVED JUNE 28, 2018

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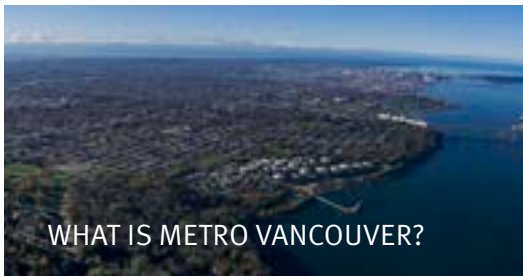
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For the purpose of the *South Coast British Columbia Transportation Authority Act*, this document constitutes the investment plan prepared in 2017 and 2018 for the 2018-27 period. This document will serve as TransLink's strategic and financial plan beginning July 1, 2018, until a replacement investment plan is approved.

ABOUT TRANSLINK

The South Coast British Columbia Transportation Authority (TransLink) is Metro Vancouver’s regional transportation authority. TransLink is responsible for planning, financing, and managing the regional transportation system to move people and goods. TransLink operates and maintains regional transit service and infrastructure, including bus, SkyTrain, SeaBus, HandyDART and West Coast Express, with the assistance of its operating subsidiaries and contractors. TransLink also owns and maintains five of the region’s bridges and shares responsibility for major regional roads and walking and cycling infrastructure with local governments. TransLink is the first transportation authority in North America to be responsible for planning, financing, and managing all public transit in addition to major regional roads, bridges, and cycling infrastructure.



WHAT IS METRO VANCOUVER?

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

ABOUT INVESTMENT PLANS

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

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

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

CAUTION REGARDING FORWARD-LOOKING STATEMENTS

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

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



PHASE TWO PLAN EXECUTIVE SUMMARY

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

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

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

HIGHLIGHTS OF THE PHASE TWO PLAN

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

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

FUNDING THE PHASE TWO PLAN

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

A partnership between all levels of government

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

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

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

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

A balanced approach to regional funding

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

- **Transit fare increase:** an increase to transit fares in 2020 and 2021 (10 to 15 cents on a single fare, 50 cents to \$1 on a monthly pass), in addition to increases approved in the Phase One Plan.
- **Property tax increase:** an increase to property taxes beginning in 2019, estimated at \$5.50 per average household.
- **Development cost charge (DCC):** an increase in annual revenues generated by the Development Cost Charge (DCC) for transit, with fee coming into effect in 2020.
- **Commercial revenues:** collection of new commercial revenues (retail, filming, fibre optics) around SkyTrain infrastructure.
- **Parking tax increase:** a 3 percentage point increase to the parking tax beginning in 2019, pending provincial legislation.
- **New regional funding capacity of \$30 million per year** to be enabled by the Province. The Government of British Columbia has committed to introducing legislation to increase the cap on the regional motor fuel tax to 18.5 cents per litre to enable TransLink to increase the motor fuel tax by spring 2019.

The proposed changes are intended to be modest and balanced across Metro Vancouver residents, workers and visitors. The changes would affect transit users, drivers, property owners, and real estate developers. The revenue from the proposed changes would fund approximately 8.6% of the total new expenditures in the Phase Two Plan, or an average of \$73 million annually beginning in 2019.

CONSULTATION ON THE PHASE TWO PLAN

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

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

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

OUTCOMES OF THE PHASE TWO PLAN

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

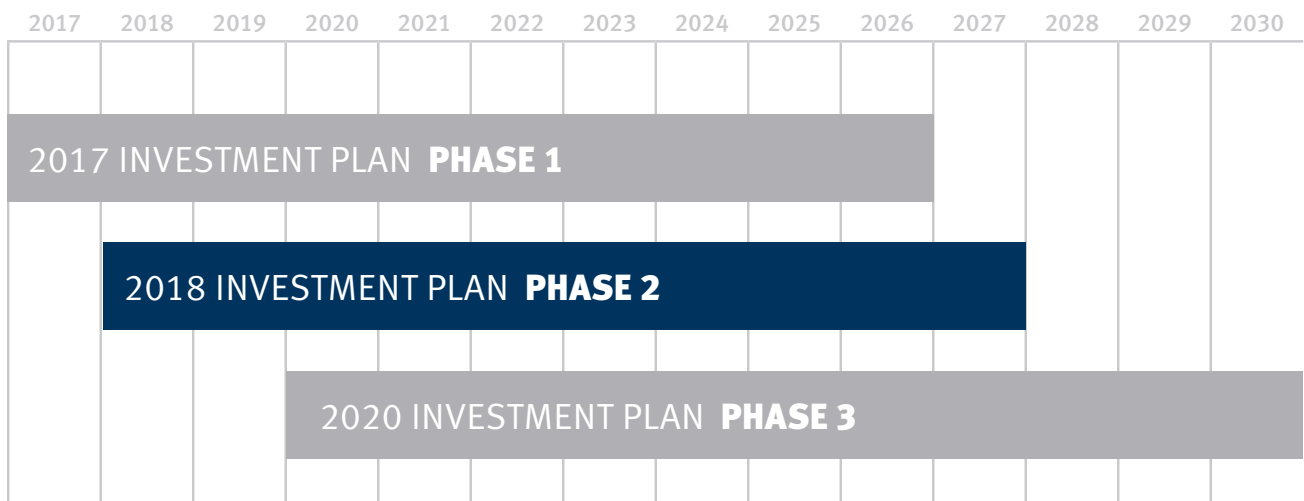
- Regional Growth Strategy and Regional Transportation Strategy objectives, including making half of all trips in this region by walking, cycling, and transit; and reducing the distances driven in this region by one-third,
- Meeting demand for transportation resulting from anticipated population growth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

2017 RIDERSHIP ACTUAL	2018 RIDERSHIP FORECAST	2027 RIDERSHIP FORECAST WITHOUT PHASE TWO	2027 RIDERSHIP FORECAST WITH PHASE TWO
247.8 million	251.7 million	274.1 million	316.3 million

FUTURE INVESTMENT PLANS

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

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





WHAT IS THE MAYORS' COUNCIL ON REGIONAL TRANSPORTATION?

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

THE 10-YEAR VISION

Metro Vancouver is one of Canada's most diverse and livable regions. As the population and economy have grown over the last decade, however, demand for public transit has surged and traffic congestion on our roads has worsened. At the same time, the funding sources available for TransLink to maintain and expand the transit system and major road network – transit fares, property tax, and fuel sales tax – have not kept up with increased demand for transportation.

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



LOOKING AHEAD – THE REGIONAL TRANSPORTATION STRATEGY

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

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

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

WHAT ABOUT PHASE ONE OF THE 10-YEAR VISION?

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

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

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



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1

NEW TRANSPORTATION INVESTMENTS IN THE PHASE TWO PLAN

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

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

ACCESS TRANSIT IMPROVEMENTS

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

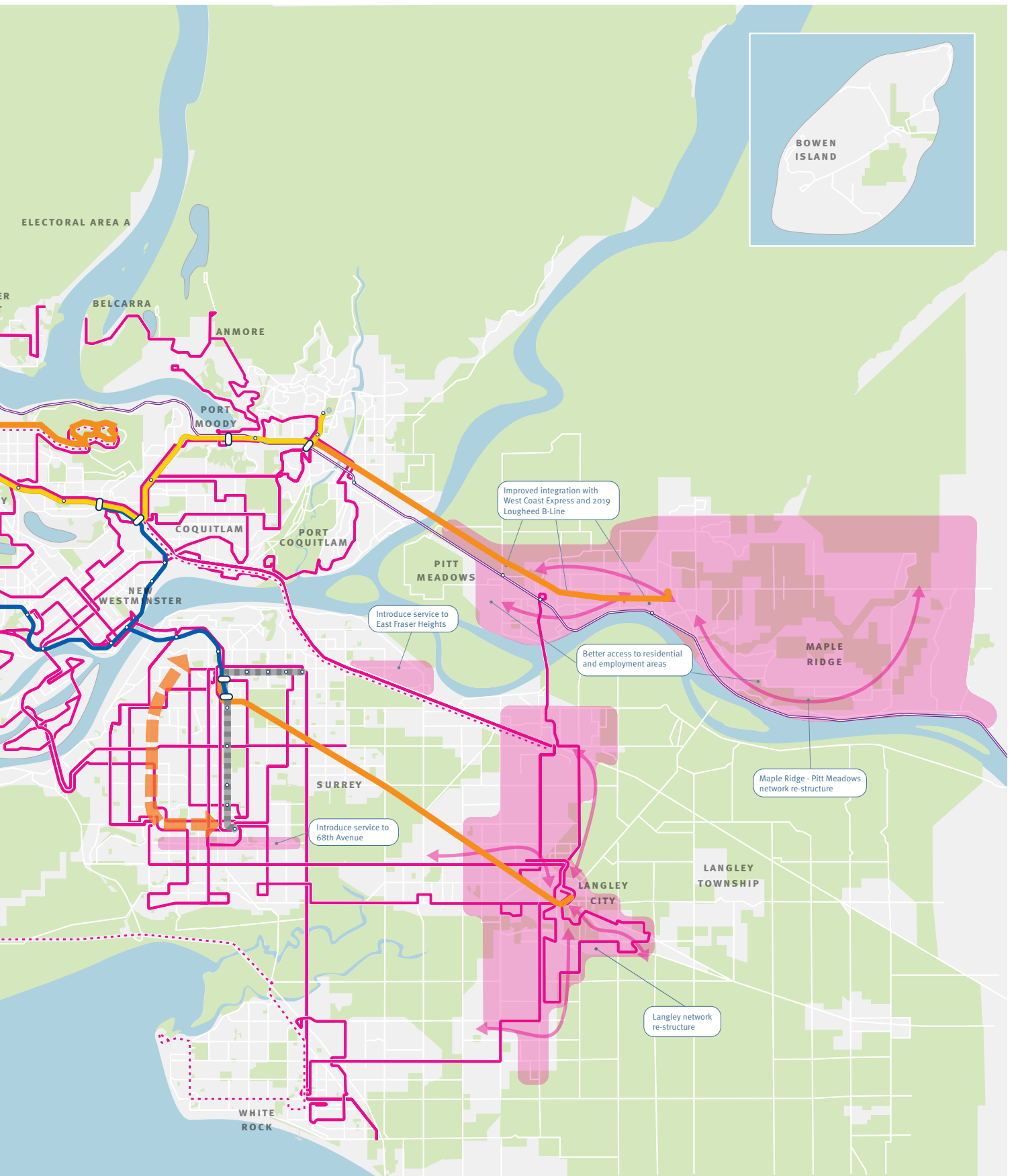
NEW SERVICE INVESTMENTS

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

NEW AND ONGOING ACCESS TRANSIT INITIATIVES

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





BUILDING NEW RAPID TRANSIT

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

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

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



MILLENNIUM LINE BROADWAY EXTENSION

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

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

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

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

For more information visit broadwayextension.ca.

SURREY-NEWTON-GUILDFORD LINE

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

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

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

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

For more information visit surreylightrail.ca.

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



PARTNERING WITH MUNICIPALITIES TO DELIVER MAJOR PROJECTS

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

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



UPGRADING THE EXISTING RAIL NETWORK

The Phase Two Plan would continue to increase service on the existing rail network, as well as modernize and upgrade aging infrastructure along the Expo and Millennium Lines.¹

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



EXPO AND MILLENNIUM LINE UPGRADES

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

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

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

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

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

NEW BUS AND HANDYDART INVESTMENTS

The Phase Two Plan would continue to increase bus and HandyDART service across the region.¹

	Investments already funded in Phase One	New investments funded in Phase Two
BUS	<ul style="list-style-type: none"> • Increase bus service by 10% across the region from 2017 to 2019 • Improved service on at least 78 different bus routes, which serve 400,000 boardings across the region every weekday • Five new B-Lines by 2019: 41st Avenue; Fraser Highway; Hastings Street; Lougheed Highway; Marine Drive-Main Street • New bus service to the following communities: Burke Mountain in Coquitlam; Clayton and Morgan Creek in Surrey; Silver Valley in Maple Ridge; Willoughby in Langley • 171 new buses for Phase One bus service improvements, in addition to new buses to replace aging fleet • Planning and design work to prepare for implementation of two new B-Lines in Phase Two of the 10-Year Vision • Upgrades to bus exchanges, such as operational improvements, customer amenities, safety and accessibility enhancements • Provide \$57 million in new funding for transit priority projects and enhanced passenger amenities on new B-Line corridors • Provide \$4 million in new funding for regional transit priority on bus services across the region to improve bus speed and reliability 	<ul style="list-style-type: none"> • Increase bus service by 8% across the region from 2020 to 2021 • Improved service on at least 75 different bus routes, which serve 350,000 boardings across the region every weekday • Two new B-Lines in 2021: Richmond to Expo Line; Scott Road (120th Street) • New bus service to the following communities: East Fraser Lands in Vancouver; 68th Avenue Crosstown in Surrey (Scottsdale to Sullivan); East Fraser Heights in Surrey; Harbourside in North Vancouver • Restructure and add service in Pitt Meadows, Maple Ridge and Langley communities based on the 2018-19 Area Plan • 151 new buses for Phase Two bus service improvements, in addition to new buses to replace aging fleet • Provide \$87 million in new funding for transit priority projects and enhanced passenger amenities on new B-Line corridors • Provide \$12 million in new funding for regional transit priority on bus services across the region to improve bus speed and reliability
SEABUS	<ul style="list-style-type: none"> • SeaBus sailings every 10 minutes during peak periods and every 15 minutes at other times • New SeaBus vessel 	<ul style="list-style-type: none"> • SeaBus sailing to meet the last Canada Line train
HANDYDART	<ul style="list-style-type: none"> • Increase HandyDART service by 15% from 2017 to 2019 • 23 new buses for Phase One HandyDART service improvements, in addition to new buses to replace aging fleet. 	<ul style="list-style-type: none"> • Increase HandyDART service by 7% from 2020 to 2021 • 20 new buses for Phase Two HandyDART service improvements, in addition to new buses to replace aging fleet.

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

B-LINE OR BETTER BUS SERVICES

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

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

Phase One

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

Phase Two

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

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

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



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

NEW ROAD INVESTMENTS

The Phase Two Plan includes new investment in the region’s road network. The Phase Two Plan continues funding for municipalities to pave roads, add lanes, fix bottlenecks, and upgrade overpasses and other structures to meet seismic standards.¹

	Investments already funded in Phase One	New investments funded in Phase Two
MINOR CAPITAL UPGRADES	<ul style="list-style-type: none"> Provide \$50.0 million to municipalities from 2017 to 2019 for minor capital upgrades to the Major Road Network (MRN), such as improving safety and addressing bottlenecks 	<ul style="list-style-type: none"> Provide \$45.9 million to municipalities from 2020 to 2021 for minor capital upgrades to the MRN, such as improving safety and addressing bottlenecks
STRUCTURE REHABILITATION AND SEISMIC UPGRADES	<ul style="list-style-type: none"> Provide \$32.5 million to municipalities from 2017 to 2019 to rehabilitate and make seismic retrofits to structures on the MRN, such as overpasses, retaining walls, and bridges 	<ul style="list-style-type: none"> Provide \$29.8 million to municipalities from 2020 to 2021 to rehabilitate and make seismic retrofits to structures on the MRN, such as overpasses, retaining walls, and bridges
OPERATIONS, MAINTENANCE, AND REHABILITATION OF THE MAJOR ROAD NETWORK	<ul style="list-style-type: none"> Increase the number of lane-kilometres of MRN to be funded in the region by 10% in 2018 Fund operations, maintenance, and rehabilitation of the MRN through 2026. Funding will be distributed to local governments based on the number of lane-kilometres of MRN in their jurisdiction 	<ul style="list-style-type: none"> Fund operations, maintenance, and rehabilitation of the MRN through 2027. Funding will be distributed to local governments based on the number of lane-kilometres of MRN in their jurisdiction
TRANSLINK-OWNED BRIDGES	<ul style="list-style-type: none"> Maintain and operate TransLink-owned bridges through 2026 	<ul style="list-style-type: none"> Maintain and operate TransLink-owned bridges through 2027

Figures in table are in year of expenditure dollars.

NEW WALKING AND CYCLING INVESTMENTS

The Phase Two Plan delivers new investment in walking and cycling infrastructure across the region. It provides funding for municipalities to construct new sidewalks and bikeways and for TransLink to upgrade cycling infrastructure.¹ Projects will be selected through a performance-based process and cost-shared with local government partners.

	Investments already funded in Phase One	New investments to be funded in Phase Two
WALKING ACCESS TO TRANSIT	<ul style="list-style-type: none"> Provide \$12.5 million to municipalities from 2017 to 2019 for pedestrian infrastructure projects, such as sidewalks, crosswalks, and pedestrian signals 	<ul style="list-style-type: none"> Provide \$11.5 million to municipalities from 2020 to 2021 for pedestrian infrastructure projects, such as sidewalks, crosswalks, and pedestrian signals
REGIONAL CYCLING INFRASTRUCTURE	<ul style="list-style-type: none"> Provide \$29.8 million to municipalities from 2017 to 2019 for cycling infrastructure projects, such as protected bike lanes and multi-use paths, in addition to existing funding 	<ul style="list-style-type: none"> Provide \$27.3 million to municipalities from 2020 to 2021 for cycling infrastructure projects, such as protected bike lanes and multi-use paths, in addition to existing funding
TRANSLINK-OWNED CYCLING INFRASTRUCTURE	<ul style="list-style-type: none"> Provide \$11.5 million for upgrades to TransLink-owned cycling infrastructure, in addition to existing funding 	<ul style="list-style-type: none"> Provide \$10.6 million for upgrades to TransLink-owned cycling infrastructure, in addition to existing funding

Figures in table are in year of expenditure dollars.



WHAT ABOUT THE PATTULLO BRIDGE?

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

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

TRANSLINK COST-SHARING PROGRAMS FOR LOCAL GOVERNMENTS

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

AVAILABLE FUNDING THROUGH COST-SHARING PROGRAMS (MILLIONS)												
COST-SHARING PROGRAM	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL
B-Line or Better infrastructure	-	-	-	\$6.37	\$6.49	\$6.62	\$6.76	\$6.89	\$7.03	\$7.17	\$7.31	\$54.65
Regional bus priority	-	-	\$2.00	\$4.13	\$4.36	\$5.56	-	-	-	-	-	\$16.05
Walking access to transit	\$2.50	\$5.00	\$5.00	\$5.62	\$5.85	-	-	-	-	-	-	\$23.97
Regional cycling infrastructure	\$7.55	\$13.45	\$13.45	\$14.94	\$15.47	-	-	-	-	-	-	\$64.86
Major road network minor capital upgrades	\$10.00	\$20.00	\$20.00	\$22.50	\$23.40	-	-	-	-	-	-	\$95.89
Major road network structure rehabilitation and seismic upgrades	\$6.50	\$13.00	\$13.00	\$14.62	\$15.21	-	-	-	-	-	-	\$62.33

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

NEW MOBILITY INVESTMENTS

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

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

Figures in table are in year of expenditure dollars.

¹ *In the scenario that new provincially-enabled revenue capacity (motor fuel tax) or parking tax increase are not enabled and implemented in 2019, and are not offset by greater than anticipated revenues from other sources, then a portion of the Phase Two Plan expansion would be deferred. See Appendix B for details.*



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in Bus Company Ltd.



STILL LIFE



W. PLEASANT

046-ARC



2

MANAGE

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

Make travel safe and secure

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

Safety & emergency planning

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

Security operations

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

Technology & cyber-security

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

Make travel easy and informative

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

Key actions for the Plan period include:

Customer experience planning

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

Customer information & communication

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

Public art

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

Accessibility

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

Make travel more efficient and reliable

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

Transit network performance

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

Road network performance

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

Harmonizing regulations

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

Low-carbon fleet

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

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

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

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

Key actions for the Plan period include:

Payment

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

Transit

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

Parking

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

Roads

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



3

PARTNER

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

Align transportation and land use

TransLink works with local governments, Metro Vancouver, senior levels of government, other key partner agencies, and developers to ensure land use and transportation plans and priorities are as aligned as possible. Key actions for the Plan period include:

With partner agencies

- Continue to develop and implement Corridor Plans, Station and Exchange Plans, and Area Plans to identify local priorities for integrating transit, walking, and cycling investments with land use which is supportive of sustainable transportation modes.
- Continue to work with partner agencies to ensure alignment of planned land use and transportation investments, in support of both the Regional Transportation Strategy (RTS) and Metro Vancouver's Regional Growth Strategy. In particular, support the focus of population and jobs growth in Urban Centres, Frequent Transit Development Areas, and along the Frequent Transit Network (FTN). Consistent with the RTS, TransLink is committed to improving and expanding the FTN over time.
- Continue to work with partner agencies to support affordable rental housing along the FTN and the implementation of Metro Vancouver's Regional Affordable Housing Strategy.
- Continue to engage on partner agency plans that have implications for the regional transportation system; develop tools to support partner agencies in consulting and communicating with TransLink on these plans.
- Continue to coordinate with Metro Vancouver to support the shared goals of the RGS.
- Coordinate with Metro Vancouver, the Province, the region's local governments, and other key stakeholders on the update of the Regional Transportation Strategy.

With real estate and commercial partners

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

Develop and Implement Project Partnership Agreements

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

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

Innovate through new partnerships

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

Key actions for the Plan period include:

With goods movement partners

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

With new mobility partners

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



4

FUNDING THE PHASE TWO PLAN

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

KEY MILESTONES IN REGIONAL TRANSPORTATION FUNDING

2014

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

2015

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

2016

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

2017

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

2018

FEBRUARY	Following the removal of tolls on the Port Mann and Golden Ears Bridges, the Province assumed responsibility for funding, owning and delivering the \$1.3 billion Pattullo Bridge replacement.
MARCH	Provincial government removes plebiscite requirement for new transportation funding sources. Mayors' Council proposes regional funding sources for Phase Two of the 10-Year Vision.
MAY	Public consultation on Phase Two of the 10-Year Vision. Provincial government passes legislation enabling TransLink to levy a development cost charge for certain types of eligible projects.
JUNE	Phase Two Plan submitted to Mayors' Council and TransLink Board of Directors for approval.

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

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

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

The Government of BC has committed to funding 40% of the capital costs of Phase Two of the Mayors' Council Vision. In addition, the Government of Canada, through the Integrated Bilateral Agreement, is investing significantly in BC infrastructure including public transit. With the availability of this new federal and provincial funding, the region has a chance to improve the transportation system at a substantially lower cost to local taxpayers.

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

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

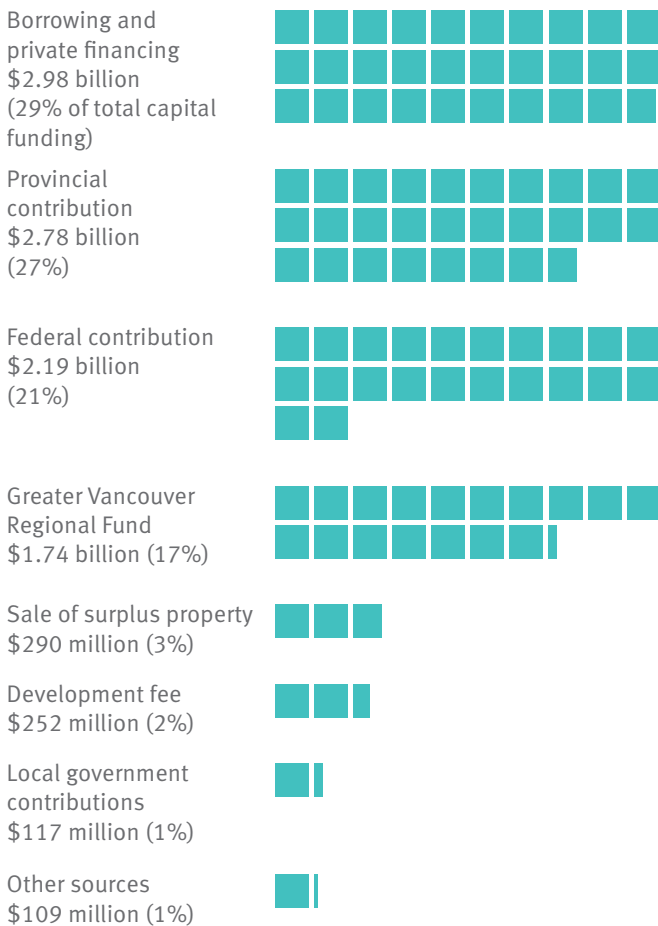
Of this total, the Phase Two Plan expansion will require: \$6.4 billion for capital investments, \$854 million for operating investments, and \$361 million for financing costs. The new services and infrastructure delivered with this funding will be a major step in meeting our region’s transportation needs.

2018-27 CAPITAL FUNDING

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

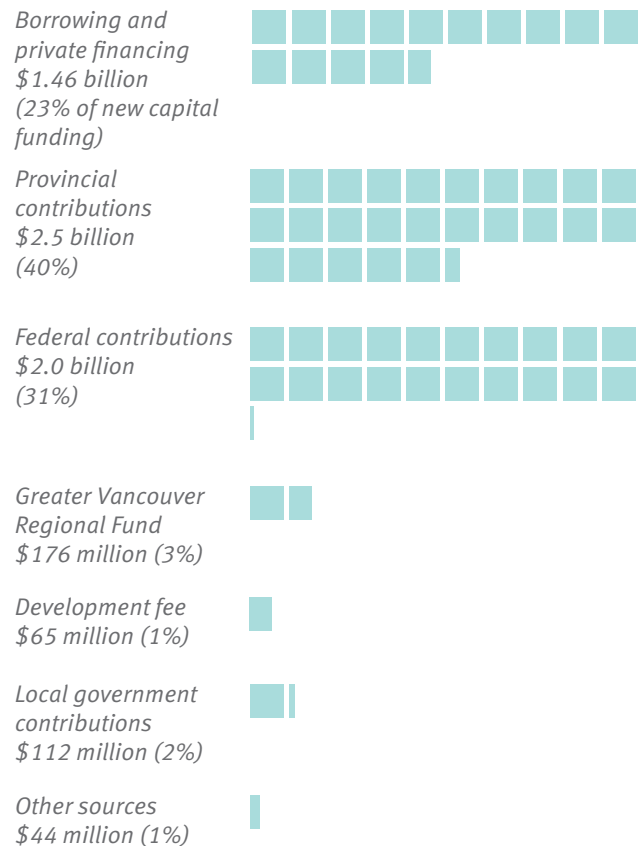
TOTAL CAPITAL FUNDING

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



WHAT'S NEW?

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



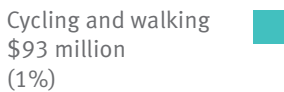
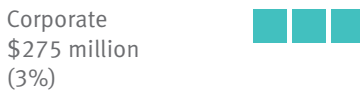
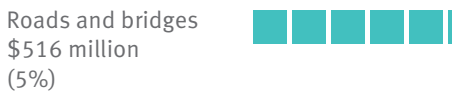
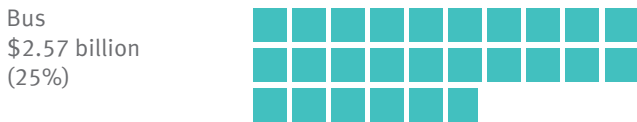
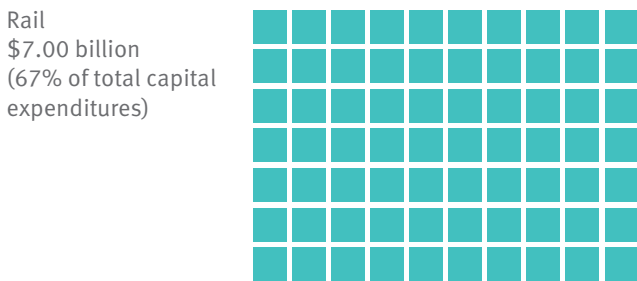
Notes: "Other sources" include internal funding and a partnership agreement for Capstan Way Station. Figures have been rounded and may not total to 100%.

2018-27 CAPITAL EXPENDITURES

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

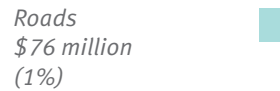
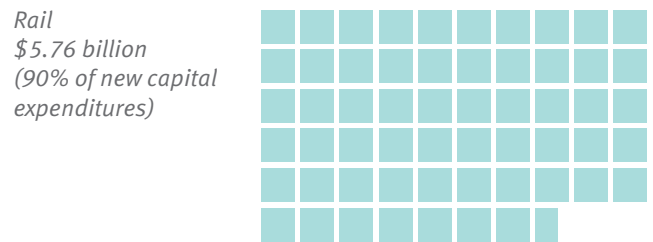
TOTAL CAPITAL EXPENDITURES

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



WHAT'S NEW?

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



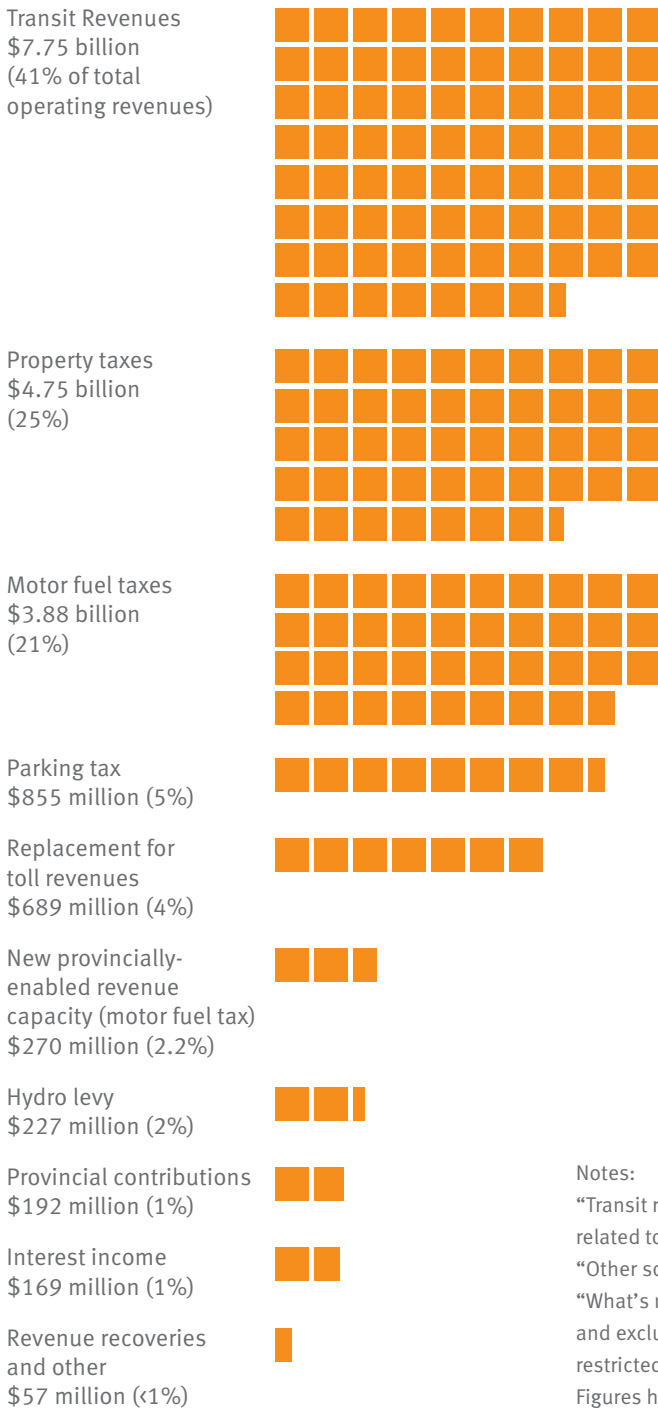
Notes: Figures have been rounded and may not total to 100%.

2018-27 OPERATING REVENUE

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

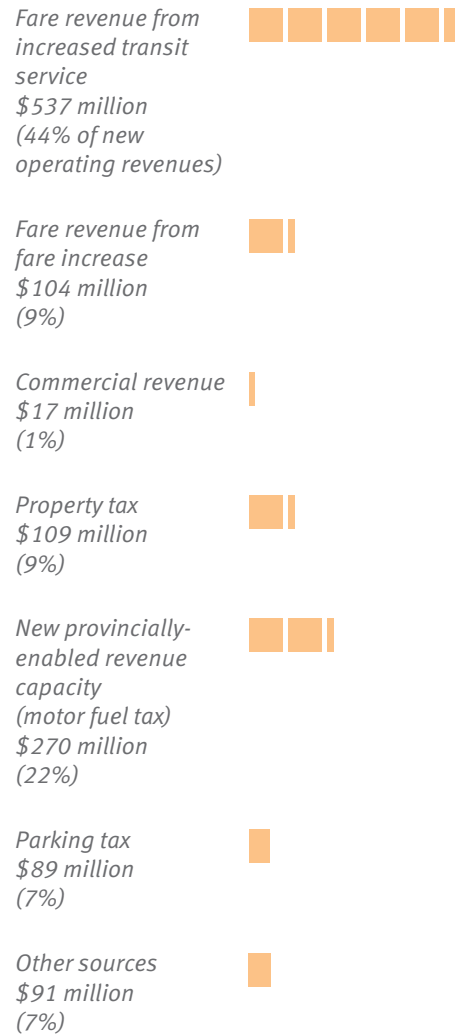
TOTAL OPERATING REVENUE

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



WHAT'S NEW?

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



Notes:

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

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

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

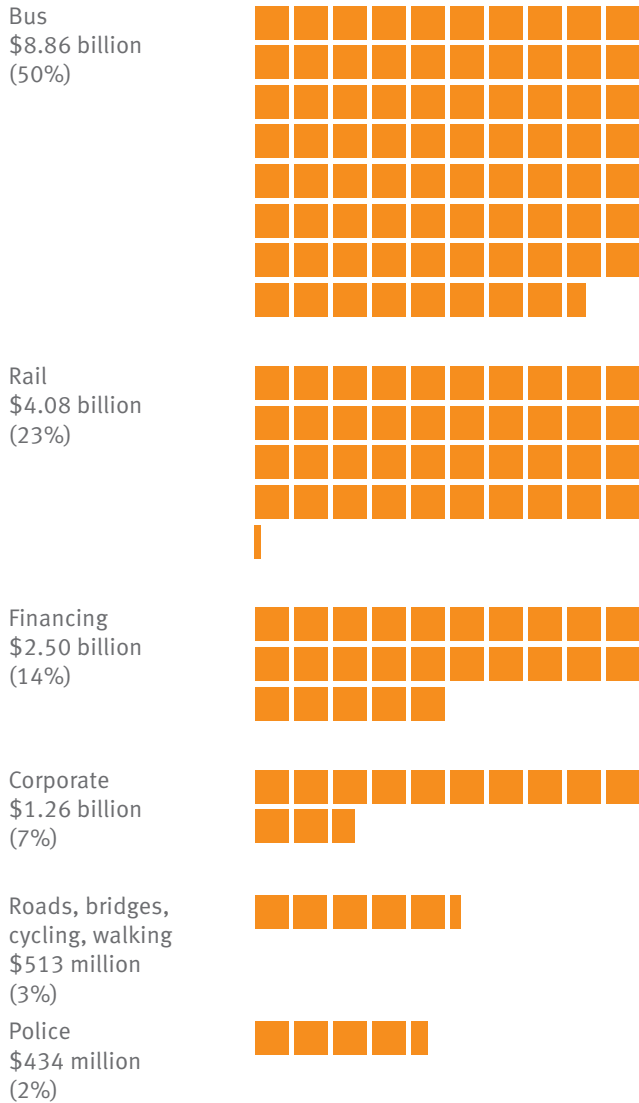
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2018-27 OPERATING EXPENDITURES

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

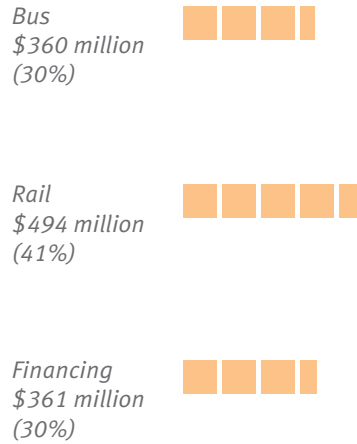
TOTAL OPERATING EXPENDITURES

This investment plan includes a total of \$17.64 billion of operating expenditures over the next decade.



WHAT'S NEW?

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



Notes:

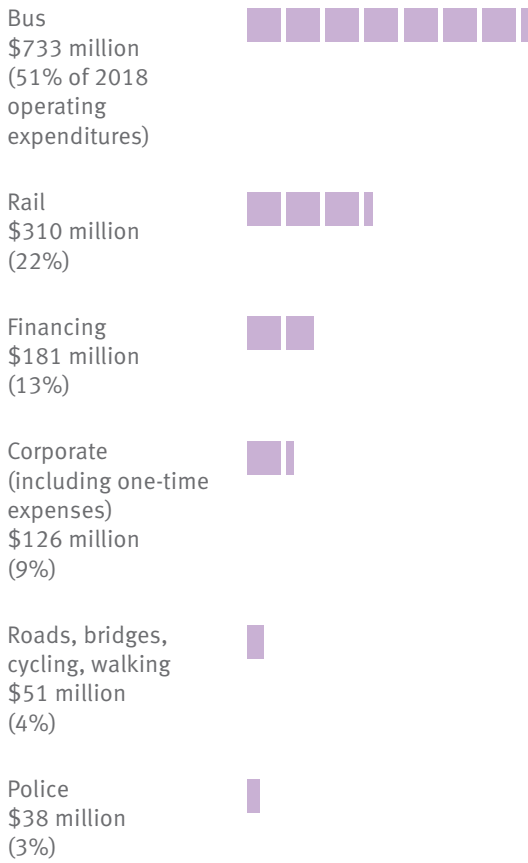
Charts on this page do not include amortization and principal payments for debt. Figures have been rounded and may not total to 100%.

ANNUAL OPERATING EXPENDITURES

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

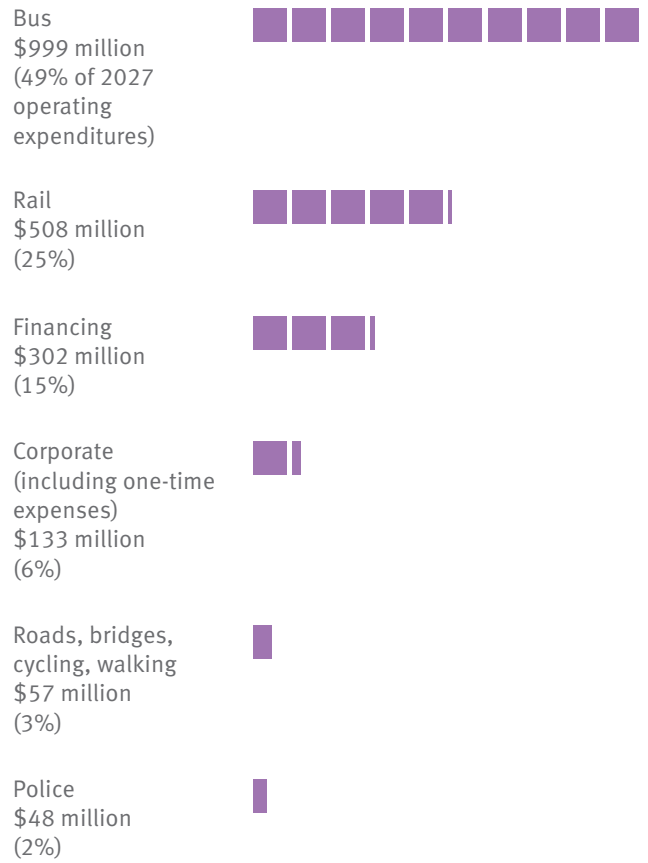
2018 OPERATING EXPENDITURES

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



2027 OPERATING EXPENDITURES

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



Notes:

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

REVENUE SOURCES

Total annual revenues under this Plan are forecast in Table 2 and include the revenue sources described below.

The tables in Appendix A assume that all funding sources for the Phase Two Plan are implemented by 2019.

The tables in Appendix B assume that neither the parking tax nor the new regional funding capacity are implemented by 2019. To the extent that this revenue shortfall is not offset by greater than anticipated revenues from other sources, part of the expansion contemplated in the Phase Two Plan would need to be deferred.

TRANSIT REVENUES

TransLink collects revenues from transit fares, as well as from other transit system-related sources, such as fare infractions, transit advertising and commercial opportunities. TransLink anticipates \$7,752 million in transit revenues from 2018-27.

Fare Revenues

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

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

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

With both the Phase One and Phase Two fare increases:

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

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

WHAT ARE “TARGETED FARES”?

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

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

TRANSIT FARE REVIEW

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

COMMERCIAL OPPORTUNITIES

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

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

PARKING TAX

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

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

PROPERTY TAX

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

The Phase Two Plan includes the following property tax revenues:

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

The actual ADG percentage that TransLink would apply each year would be the lower of the actual growth or the assumed ADG rate.

- Replacement Tax revenues of \$18 million per year.

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

DEVELOPMENT COST CHARGE

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

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

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

NEW REGIONAL FUNDING CAPACITY TO BE ENABLED:

The Province of British Columbia will enable new funding capacity for TransLink equivalent to \$30 million per year, starting in 2019. They have committed to introducing legislation to increase the cap on the regional motor fuel tax to 18.5 cents per litre to enable TransLink to increase the motor fuel tax by spring 2019. The Phase Two Plan includes an increase to the motor fuel tax of 1.5 cents, to 18.5 cents per litre, beginning in 2019. This change will increase motor fuel tax revenue by approximately \$30 million per year, beginning 2019.

GOVERNMENT TRANSFERS

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

GOLDEN EARS BRIDGE REPLACEMENT TOLL REVENUE

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

CANADA LINE OPERATIONS

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

MOTOR FUEL SALES TAX

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

TransLink anticipates \$3.88 billion in motor fuel sales tax revenues from 2018-27. Per the section above on New Regional Funding Capacity, the Province of British Columbia has committed to introducing legislation to increase the cap on the regional motor fuel tax to 18.5 cents per litre to enable TransLink to increase the motor fuel tax by spring 2019. This increase would bring the total anticipated motor fuel sales tax revenues from 2018-27 to \$4.15 billion. Motor fuel sales are assumed to stay constant year over year, due to declining per capita vehicle kilometres travelled and increasing fuel efficiency.

HYDRO LEVY

TransLink collects a hydro levy on every dwelling unit account with the British Columbia Hydro and Power Authority in the region. Under the SCBCTA Act, TransLink may levy \$1.90 per account per month. This levy is sometimes referred to as the “Power levy”.

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

REVENUE RECOVERIES

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

AMORTIZATION OF DEFERRED CONCESSIONAIRE CREDIT

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

INTEREST INCOME

TransLink earns interest on sinking funds, capital contributions, debt reserve funds, and cash balances. Most of this interest income is restricted and cannot be used to fund operations, with the exception of interest from cash balances. Unrestricted Interest from cash balances are anticipated at \$169 million from 2018-27. In total, TransLink anticipates \$656 million in interest income from 2018-27.

CAPITAL FUNDING AND PARTNER GOVERNMENT CONTRIBUTIONS

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

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

PUBLIC TRANSIT INFRASTRUCTURE FUND

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

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

PROVINCIAL CONTRIBUTION TOWARDS 10-YEAR VISION

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

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

GREATER VANCOUVER REGIONAL FUND

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

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

BUILDING CANADA FUND

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

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

SALE OF SURPLUS PROPERTY

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

ESTABLISHED BORROWING LIMIT

TransLink previously had an established borrowing limit of \$4.0 billion. The Phase Two Plan increases the amount TransLink may borrow by \$1.5 billion so that the revised borrowing limit becomes \$5.5 billion. This supports TransLink's ability to deliver the regional share of capital expenditures in this plan. In accordance with the SCBCTA Act, the Mayors' Council has consulted with the Metro Vancouver Board of Directors on this change to the borrowing limit. On June 14, 2018 the Metro Vancouver Board of Directors transmitted a letter to the Mayors' Council communicating its support for the proposed borrowing limit increase. See Table 5 for the borrowing limit and gross direct borrowing by year, along with selected financial policies.



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**CONSULTATION
ON THE PHASE
TWO PLAN**

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

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

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

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

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

TransLink received comments on the Plan through various public and stakeholder consultation activities. Most of the comments received during the consultation period were collected through the questionnaire, which was also made available at open houses on tablet computers and in paper format. A small number of organizations submitted letters to TransLink about the Plan. Over 900 people attended the open houses, and more than 2,700 questionnaires were completed.

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

TRANSIT AND TRANSPORTATION IMPROVEMENTS

SUMMARY OF INPUT

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

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

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

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

ASSESSMENT AND RESPONSE TO INPUT

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

FUNDING SOURCES

SUMMARY OF INPUT

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

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

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

ASSESSMENT AND RESPONSE TO INPUT

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



APPENDICES



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WEST COAST EXPRESS

PROCOR

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

- An increase to the parking tax that is anticipated to generate \$10 million per year in additional revenue beginning in 2019, and
- An increase to the motor fuel tax that is anticipated to generate \$30 million per year in additional revenue beginning in 2019.

The provincial government has committed to advancing the necessary legislative changes for these funding sources by spring 2019. However, if the enabling legislation is delayed or not passed and those funding sources cannot be implemented on the anticipated timeline, this plan will have a revenue shortfall. To the extent that this shortfall is not offset by greater than anticipated revenues from other sources, then part of the expansion that has been contemplated in the Phase Two Plan would need to be deferred as outlined in the table below.

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

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

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

Appendix A provides summary schedules assuming that all required funding sources are enabled and implemented in 2019.

Appendix B provides summary schedules assuming the new provincially-enabled revenue capacity (motor fuel tax) or increases to the parking tax are not enabled and implemented in 2019.

The remaining appendices include:

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

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

Appendix A: Schedules with Full Funding

This appendix provides summary schedules for the Phase Two Plan, assuming that all required funding sources are enabled and implemented in 2019.

If the provincial government does not pass the necessary enabling legislation, and to the extent that this is not offset by greater than anticipated revenues from other sources, then part of the expansion that has been contemplated for 2019 and later would need to be deferred. Schedules for these circumstances can be found in Appendix B.

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

TABLE 1 : CONSOLIDATED STATEMENT OF FINANCIAL POSITION (\$ THOUSANDS)

For the years ending 31 Dec.

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Financial assets										
Cash and investments	330,776	443,889	430,433	410,688	398,455	404,692	368,089	307,221	286,513	295,155
Accounts receivable	115,208	118,664	122,224	125,891	129,668	133,558	137,565	141,692	145,942	150,321
Loan receivable	250,734	190,009	127,997	64,670	-	-	-	-	-	-
Restricted cash and investments	623,774	624,803	683,892	826,437	984,055	1,095,231	1,222,023	1,229,462	1,361,640	1,444,762
Debt reserve deposits	29,549	28,182	28,882	26,878	24,370	24,978	23,178	21,816	11,077	6,766
	1,350,040	1,405,547	1,393,428	1,454,564	1,536,548	1,658,459	1,750,855	1,700,190	1,805,172	1,897,004
Liabilities										
Accounts payable and accrued liabilities	(320,201)	(325,004)	(329,879)	(334,827)	(339,850)	(344,947)	(350,122)	(355,373)	(360,704)	(366,115)
Debt	(2,720,678)	(3,112,511)	(3,300,530)	(3,677,554)	(3,898,875)	(4,283,270)	(4,410,682)	(4,355,696)	(4,413,482)	(4,437,566)
Deferred government transfers	(970,392)	(948,792)	(1,005,088)	(1,115,307)	(1,167,545)	(1,198,826)	(1,057,746)	(927,707)	(781,592)	(643,524)
P3 contractor liability	(1,039,955)	(1,061,753)	(1,226,825)	(1,276,560)	(1,320,449)	(1,211,935)	(1,167,024)	(1,117,071)	(1,061,659)	(1,000,338)
Deferred concessionaire credit	(502,448)	(479,111)	(455,774)	(432,437)	(409,099)	(385,762)	(362,425)	(339,088)	(315,751)	(292,413)
Employee future benefits	(138,403)	(141,608)	(148,245)	(155,861)	(164,106)	(173,277)	(183,211)	(193,518)	(204,357)	(215,021)
Deferred lease inducements	(11,648)	(10,811)	(9,973)	(9,136)	(8,298)	(7,461)	(6,623)	(5,785)	(4,948)	(4,110)
	(5,703,726)	(6,079,589)	(6,476,314)	(7,001,680)	(7,308,221)	(7,605,479)	(7,537,833)	(7,294,239)	(7,142,492)	(6,959,087)
Net debt	(4,353,686)	(4,674,043)	(5,082,886)	(5,547,117)	(5,771,674)	(5,947,020)	(5,786,978)	(5,594,048)	(5,337,320)	(5,062,083)
Non-financial assets										
Tangible capital assets	5,561,228	5,981,076	6,563,766	7,004,522	7,201,998	7,501,172	7,498,428	7,358,120	7,333,103	7,401,780
Supplies inventory	67,252	69,269	71,347	73,488	75,692	77,963	80,302	82,711	85,193	87,748
Prepaid expenses	22,045	22,706	23,388	24,089	24,812	25,556	26,323	27,113	27,926	28,764
	5,650,525	6,073,052	6,658,502	7,102,099	7,302,503	7,604,691	7,605,053	7,467,944	7,446,222	7,518,292
Accumulated surplus¹	1,296,839	1,399,009	1,575,615	1,554,982	1,530,829	1,657,671	1,818,075	1,873,895	2,108,902	2,456,209

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 2 : CONSOLIDATED STATEMENT OF OPERATIONS (\$ THOUSANDS)

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL 2018-2027
Revenue											
Taxation	825,072	890,856	947,311	971,643	993,730	1,016,728	1,040,664	1,065,591	1,091,553	1,118,594	9,961,742
Fuel tax	358,409	388,986	389,568	390,156	390,750	391,350	391,955	392,567	393,185	393,809	3,880,735
Property tax											
Standard Property Tax: Previous Year + 3%	355,882	366,558	396,286	417,289	439,405	459,179	479,842	501,435	523,999	547,579	4,487,455
Standard Property Tax: Additional	-	18,185	8,849	9,318	6,399	6,687	6,988	7,302	7,631	7,974	79,335
Replacement tax	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	180,000
Parking Rights	71,523	77,541	83,704	84,959	86,234	87,527	88,840	90,173	91,525	92,898	854,923
Hydro levy	21,258	21,585	21,905	22,225	22,534	22,847	23,153	23,463	23,778	24,096	226,843
Development cost charges	-	-	29,000	29,696	30,409	31,139	31,886	32,651	33,435	34,237	252,452
Transit											
Fares	585,172	617,514	654,591	688,901	731,786	763,146	803,561	856,535	885,601	918,833	7,505,641
Other transit	21,634	23,254	22,985	24,270	23,902	25,136	25,661	26,680	26,101	27,125	246,748
New provincially-enabled regional revenue capacity	-	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	270,000
Government transfers - Capital	340,877	219,320	326,713	174,903	105,529	259,991	351,564	259,394	409,951	502,484	2,950,726
Government transfers - Operating	19,227	19,227	19,227	19,227	19,227	19,227	19,227	19,227	19,227	19,227	192,270
Government transfers - Golden Ears Bridge tolling replacement	57,866	60,072	62,366	64,751	67,231	69,810	72,492	75,281	78,181	81,197	689,248
Pattullo Bridge Operational Cost Subsidy	-	-	-	-	-	-	-	-	-	-	-
Investment income - Restricted	42,585	40,013	41,562	43,931	45,339	46,557	53,395	57,544	59,971	56,195	487,091
Investment income - Unrestricted	9,355	11,402	13,812	15,401	19,074	21,497	22,530	20,227	18,235	17,606	169,139
Amortization of deferred concessionaire credit	23,337	23,337	23,337	23,337	23,337	23,337	23,337	23,337	23,337	23,337	233,372
Revenue Recoveries	6,036	6,481	6,218	6,265	5,888	6,002	6,101	6,220	6,341	6,464	62,016
Sub Total Continuing Operations Revenue	1,931,161	1,941,475	2,148,122	2,062,630	2,065,043	2,281,431	2,448,533	2,440,036	2,648,498	2,801,064	22,767,994
Gain on disposal	(447)	(456)	(465)	(475)	(484)	(494)	(504)	(514)	(524)	(534)	(4,896)
Total Revenue (PSAB)	1,930,714	1,941,019	2,147,657	2,062,155	2,064,559	2,280,938	2,448,029	2,439,522	2,647,974	2,800,530	22,763,097

TABLE 2 : CONSOLIDATED STATEMENT OF OPERATIONS CONT'D (\$ THOUSANDS)

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL 2018-2027
Expenditures											
Bus	733,402	764,285	814,142	864,667	897,650	917,172	936,524	957,055	977,637	999,069	8,861,602
Corporate	95,175	94,500	101,513	106,033	107,610	111,129	115,384	120,725	124,195	127,184	1,103,449
Rail	309,736	332,478	356,810	362,433	388,243	398,136	436,794	486,132	496,983	508,078	4,075,822
Roads and bridges	104,255	149,646	138,626	140,568	76,865	79,237	81,671	84,247	86,578	90,280	1,031,974
Transit Police	38,397	40,912	41,381	42,208	43,053	43,914	44,792	45,688	46,601	47,534	434,480
Amortization of tangible capital assets ¹	220,618	253,145	283,741	307,952	324,627	354,698	376,681	371,787	366,440	373,529	3,233,218
Interest	181,471	192,126	209,047	225,343	233,259	244,270	290,178	310,329	307,732	301,758	2,495,512
Sub Total Continuing Operations Expenditures	1,683,055	1,827,092	1,945,260	2,049,204	2,071,306	2,148,555	2,282,024	2,375,963	2,406,166	2,447,431	21,236,056
Corporate - onetime expenditures	31,136	11,758	25,791	33,584	17,406	5,541	5,601	7,738	6,802	5,791	151,147
Total Expenditures (PSAB)	1,714,190	1,838,850	1,971,051	2,082,788	2,088,712	2,154,096	2,287,626	2,383,701	2,412,968	2,453,223	21,387,204
Surplus (Deficit) for the period (PSAB)	216,524	102,170	176,606	(20,633)	(24,153)	126,842	160,404	55,820	235,007	347,307	1,375,894
Accumulated Surplus¹, beginning of the year	1,080,315	1,296,839	1,399,009	1,575,615	1,554,982	1,530,829	1,657,671	1,818,075	1,873,895	2,108,902	1,080,315
Accumulated Surplus¹, end of the year	1,296,839	1,399,009	1,575,615	1,554,982	1,530,829	1,657,671	1,818,075	1,873,895	2,108,902	2,456,209	2,456,209

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 3: CONSOLIDATED STATEMENT OF CHANGES IN NET DEBT (\$ THOUSANDS)

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

TABLE 4 : CONSOLIDATED STATEMENT OF CASH FLOW (\$ THOUSANDS)

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL 2018-2027
Cash provided by (used for):											
Operating Transactions											
Surplus for the year	216,524	102,170	176,606	(20,633)	(24,153)	126,842	160,404	55,820	235,007	347,307	1,375,894
Non-cash changes to operations:											
Amortization of capital assets	220,618	253,145	283,741	307,952	324,627	354,698	376,681	371,787	366,440	373,529	3,233,218
Amortization of bond issue costs	(100)	(279)	(261)	(613)	(634)	(646)	(577)	(736)	(786)	(825)	(5,457)
Amortization of Deferred Concessionaire credits	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(233,372)
Amortization of deferred government transfers	(340,877)	(219,320)	(326,713)	(174,903)	(105,529)	(259,991)	(351,564)	(259,394)	(409,951)	(502,484)	(2,950,726)
Write-down of capital assets/deferred lease inducements	(838)	(838)	(838)	(838)	(838)	(838)	(838)	(838)	(838)	(838)	(8,376)
Net change in contractor liability	65,905	65,525	65,023	64,390	63,614	64,242	79,166	75,727	71,912	67,693	683,197
Loan Receivables interest - transfer from restricted fund	(6,536)	(5,275)	(3,988)	(2,673)	(1,330)	-	-	-	-	-	(19,803)
Non-cash changes to operations	(85,166)	69,620	(6,373)	169,978	256,573	134,129	79,532	163,209	3,441	(86,261)	698,682
Changes in non-cash operating working capital	15,276	1,873	5,193	6,055	6,564	7,364	7,996	8,233	8,624	8,304	75,480
	146,634	173,663	175,427	155,400	238,984	268,334	247,932	227,262	247,071	269,349	2,150,055
Capital transactions:											
Net Proceed/(Purchase) for Real Estate Transactions	44,611	118,964	26,425	-	-	-	-	-	-	-	190,000
Purchase of capital assets (excluding MRN)	(786,358)	(672,992)	(866,431)	(748,707)	(522,104)	(653,871)	(373,937)	(231,479)	(341,424)	(442,206)	(5,639,510)
	(741,747)	(554,028)	(840,006)	(748,707)	(522,104)	(653,871)	(373,937)	(231,479)	(341,424)	(442,206)	(5,449,510)

TABLE 4 : CONSOLIDATED STATEMENT OF CASH FLOW CONT'D (\$ THOUSANDS)

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL 2018-2027
Investing transactions:											
(Increase)/ decrease in Self- administered sinking fund	(51,686)	(62,445)	(27,586)	(84,350)	(99,179)	(110,110)	(124,353)	(4,377)	(128,462)	(87,253)	(779,802)
(Increase)/ decrease in Cash restricted	10,000	9,280	8,441	7,490	7,275	7,051	6,782	6,527	6,257	5,969	75,072
Decrease/ (increase) in debt reserve fund deposits	3,205	1,367	(700)	2,004	2,508	(608)	1,800	1,362	10,739	4,311	25,988
External Funding of Assets (non- government funding)	-	29,209	174,454	61,245	57,686	(90,164)	-	-	-	-	232,429
	(38,482)	(22,590)	154,609	(13,611)	(31,711)	(193,831)	(115,772)	3,513	(111,466)	(76,972)	(446,313)
Financing transactions:											
Bonds issued	345,874	484,396	336,048	485,647	326,191	480,979	217,682	160,021	139,063	144,382	3,120,283
Sinking Funds Maturities	138,800	50,000	-	66,200	80,000	-	65,000	-	280,000	260,000	940,000
Sinking Fund interest	(27,981)	(24,646)	(24,981)	(27,513)	(26,843)	(25,331)	(27,602)	(26,717)	(28,918)	(20,008)	(260,540)
Sinking Fund payments	(44,012)	(36,357)	(34,700)	(34,700)	(32,698)	(30,278)	(30,278)	(28,313)	(28,313)	(18,910)	(318,558)
P3 contractor liability payment	(71,507)	(72,936)	(74,405)	(75,900)	(77,410)	(82,591)	(124,077)	(125,679)	(127,324)	(129,014)	(960,845)
Government transfers received for capital additions	338,635	192,867	377,326	278,864	150,246	283,154	201,264	119,765	253,863	354,044	2,550,028
Short-term debt repayments	(15,696)	(28,752)	(35,493)	(43,139)	(41,968)	(37,531)	(28,945)	(26,300)	(23,260)	(22,023)	(303,107)
Bonds matured	(141,266)	(52,529)	(52,593)	(68,859)	(82,727)	(2,797)	(67,868)	(132,941)	(280,000)	(310,000)	(1,191,581)
Payments received for Land Reserve net to unrestricted	2,712	4,026	5,313	6,573	7,807	-	-	-	-	-	26,432
	525,560	516,069	496,514	587,173	302,598	585,605	205,175	(60,164)	185,110	258,472	3,602,112
Increase/(decrease) in cash	(108,035)	113,113	(13,456)	(19,745)	(12,233)	6,236	(36,603)	(60,868)	(20,708)	8,642	(143,656)
Cash, beginning of period	438,811	330,776	443,889	430,433	410,688	398,455	404,692	368,089	307,221	286,513	438,811
Cash, end of period	330,776	443,889	430,433	410,688	398,455	404,692	368,089	307,221	286,513	295,155	295,155

TABLE 5: PROJECTED BORROWING COMPARED TO BORROWING LIMIT AND SELECT FINANCIAL RATIOS (\$ MILLIONS)

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

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

2: Excludes debt refinancing

3: Includes all Direct and Indirect Debt

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

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

TABLE 6A : CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS (\$ MILLIONS)

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

TABLE 6B : CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS (\$ MILLIONS)

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

TABLE 6C : CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS (\$ MILLIONS)

CAPITAL FUNDING CONTRIBUTIONS	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL 2018-2027
Federal											
Federal Public Transit Infrastructure Fund (PTIF)	85	53	133	187	129	155	20	20	1	1	784
Municipal	13	1	1	1	1	1	1	1	1	-	18
Regional											
Greater Vancouver Regional Fund (GVRF)	251	117	244	91	21	127	181	99	253	353	1,737
Additional Regional Proceeds from Sale of Assets	60	60	60	5	5	-	-	-	-	-	190
Regional Proceeds from Sale of Assets	10	10	10	10	10	10	10	10	10	10	100
P3 & Bridge Finance	-	29	174	61	58	50	-	-	-	-	373
Other	87	22	-	-	-	-	-	-	-	-	109
Total Capital Funding Contributions	506	292	622	355	223	343	211	130	264	364	3,310

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

ANTICIPATED PROVINCIAL ASSETS	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL 2018-2027
Federal	61	70	72	293	184	131	262	254	76	4	1,408
Provincial	303	315	396	417	291	241	304	396	106	6	2,776

TABLE 7A: PROJECTS FUNDED BY THE PUBLIC TRANSIT INFRASTRUCTURE FUND (PTIF1)

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

TABLE 7B: PROJECTS FUNDED BY THE PUBLIC TRANSIT INFRASTRUCTURE FUND (PTIF2)

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

TABLE 8: PROJECTS FUNDED BY THE GREATER VANCOUVER REGIONAL FUND

CATEGORY	YEAR	PROJECT
Bus Infrastructure	2014	TOH Metrotown Group Rectifier Replacement
Bus Fleet	2015	2015 Community Shuttle Replacement
		2015 Conventional Replacement Buses
	2016	2016 Conventional Bus Replacement
		2016 Community Shuttle Replacement
	2017	2017 Conventional Bus Replacement
		2017 HandyDART Vehicle Replacement (AIP)
	2017	2017 Community Shuttle Replacement
		Equipment for Deferred Retirement Program
		2018 Community Shuttle Replacement
		2018 Conventional Bus Replacement
		2018 HandyDART Vehicle Replacement
		Bus-Vehicles Conventional 40
		Bus-Vehicles Conventional 60
		Community Shuttle Vehicles (Expansion)
		CUTRIC Battery Electric Bus Trial
		HandyDART Vehicles
		2018
	2019 Conventional Bus Expansion (40H)	
	2019 Conventional Bus Replacement	
	2019 HandyDART Vehicles Expansion	
	2019 HandyDart Vehicle Replacement	
	2019	Bus-Vehicles Conventional 40 (Expansion)
		Bus-Vehicles Conventional 60 (Expansion)
Community Shuttle Vehicles (Expansion)		
Community Shuttle Vehicles Replacement		
Conventional Bus Replacement		
HandyDART Vehicles (Expansion)		
HandyDART Vehicle Replacement		
HandyDART Vehicle Replacement		

TABLE 8: PROJECTS FUNDED BY THE GREATER VANCOUVER REGIONAL FUND CONT'D

CATEGORY	YEAR	PROJECT
Bus Fleet	2020	Community Shuttle Replacement
		HandyDART Vehicle Replacement
	2021	Community Shuttle Replacement
		HandyDART Vehicle Replacement
	2022	Community Shuttle Replacement
		Conventional Bus Replacement
		HandyDART Vehicle Replacement
	2023	Community Shuttle Replacement
		Conventional Bus Replacement
		HandyDART Vehicle Replacement
	2024	Community Shuttle Vehicles Replacement
		Conventional Bus Replacement
		HandyDART Vehicle Replacement
	2025	Community Shuttle Replacement
		Conventional Bus Replacement
		HandyDART Vehicle Replacement
	2026	Community Shuttle Replacement
		Conventional Bus Replacement
HandyDART Vehicle Replacement		
2027	Community Shuttle Replacement	
	Conventional Bus Replacement	
	HandyDART Vehicle Replacement	
Rail	2014	ATC Existing Equipment Replacement-Phase 2
	2012	100-400 Series MK I Refurbishment Project
	2019	MK refurb/overhaul
	2020	MKI refurbishment (500-600 series will be 30 years old in 2021) - 16 cars
	2023	MKII Mid-Life Overhaul (1300-1400 series) - 48 cars

TABLE 9: PROJECTS FUNDED BY THE BUILDING CANADA FUND

CATEGORY	PROJECT
Rail	Surrey Central Station Upgrades Construction

TABLE 10: MAJOR CAPITAL PROJECTS OVER \$50 MILLION (\$ MILLIONS)

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

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

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

Millennium Line Broadway Extension TL portion if Province Delivers			1	33	26	14	10	16	40	8	-	-	148
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TABLE 11A: CONVENTIONAL TRANSIT SERVICE LEVELS (THOUSANDS OF SERVICE HOURS)

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

* During the construction of the Millennium Line Broadway Extension, TransLink will be providing an additional 39,000 service hours from mid-2020 through 2024, not included in these figures.

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

TABLE 11B: CUSTOM TRANSIT SERVICE LEVELS (THOUSANDS OF TRIPS)

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

TABLE 12A: TRANSIT FARE RATES

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

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

TABLE 12B: TRANSIT FARE RATES – WEST COAST EXPRESS

SHORT TERM FARE PRODUCTS			2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL INCREASE 2018-2027		
Adult	Cash, one-way	1- or 2-Zone	\$5.70	\$5.75	\$5.90	\$6.10	\$6.30	\$6.45	\$6.65	\$6.85	\$7.05	\$7.25	\$1.55		
		3-Zone	\$7.45	\$7.50	\$7.70	\$7.95	\$8.20	\$8.45	\$8.70	\$8.95	\$9.20	\$9.50	\$2.05		
		4-Zone	\$9.20	\$9.25	\$9.55	\$9.80	\$10.10	\$10.40	\$10.70	\$11.05	\$11.40	\$11.70	\$2.50		
		5-Zone	\$12.45	\$12.50	\$12.90	\$13.25	\$13.65	\$14.05	\$14.50	\$14.95	\$15.35	\$15.85	\$3.40		
	Cash, return ticket	1- or 2-Zone	\$10.75	\$11.00	\$11.35	\$11.65	\$12.00	\$12.40	\$12.75	\$13.15	\$13.55	\$13.80	\$13.80	\$3.05	
		3-Zone	\$14.25	\$14.50	\$14.95	\$15.40	\$15.85	\$16.30	\$16.80	\$17.30	\$17.85	\$18.20	\$18.20	\$3.95	
		4-Zone	\$17.50	\$17.75	\$18.30	\$18.85	\$19.40	\$20.00	\$20.60	\$21.20	\$21.85	\$22.50	\$22.50	\$5.00	
		5-Zone	\$23.50	\$23.75	\$24.45	\$25.20	\$25.95	\$26.75	\$27.55	\$28.35	\$29.20	\$30.10	\$30.10	\$6.60	
Concession	Cash, one-way	1- or 2-Zone	\$3.40	\$3.50	\$3.60	\$3.70	\$3.80	\$3.95	\$4.05	\$4.20	\$4.25	\$4.35	\$0.95		
		3-Zone	\$4.40	\$4.50	\$4.65	\$4.75	\$4.90	\$5.05	\$5.20	\$5.35	\$5.55	\$5.70	\$1.30		
		4-Zone	\$5.65	\$5.75	\$5.90	\$6.10	\$6.30	\$6.45	\$6.65	\$6.85	\$7.05	\$7.25	\$1.60		
		5-Zone	\$7.65	\$7.75	\$8.00	\$8.20	\$8.45	\$8.70	\$9.00	\$9.25	\$9.55	\$9.80	\$9.80	\$2.15	
	Cash, return ticket	1- or 2-Zone	\$6.75	\$7.00	\$7.20	\$7.40	\$7.55	\$7.70	\$7.85	\$8.05	\$8.20	\$8.35	\$8.35	\$1.60	
		3-Zone	\$8.75	\$9.00	\$9.25	\$9.55	\$9.85	\$10.05	\$10.30	\$10.50	\$10.70	\$10.90	\$10.90	\$2.15	
		4-Zone	\$11.00	\$11.25	\$11.60	\$11.95	\$12.30	\$12.65	\$13.05	\$13.40	\$13.70	\$13.95	\$13.95	\$2.95	
		5-Zone	\$15.00	\$15.25	\$15.70	\$16.20	\$16.65	\$17.15	\$17.70	\$18.20	\$18.75	\$19.30	\$19.30	\$4.30	
DISCOUNTED, OR NON-SHORT TERM FARES															
Adult	Stored Value, one-way	1/2-zone	\$4.80	\$4.90	\$5.05	\$5.20	\$5.35	\$5.50	\$5.70	\$5.85	\$6.05	\$6.20	\$6.20	\$1.40	
		3-zone	\$6.25	\$6.35	\$6.55	\$6.75	\$6.95	\$7.15	\$7.35	\$7.60	\$7.80	\$8.05	\$8.05	\$1.80	
		4-zone	\$7.65	\$7.75	\$8.00	\$8.20	\$8.45	\$8.70	\$9.00	\$9.25	\$9.55	\$9.80	\$9.80	\$2.15	
		5-zone	\$10.40	\$10.50	\$10.80	\$11.15	\$11.45	\$11.80	\$12.15	\$12.55	\$12.90	\$13.30	\$13.30	\$2.90	
	Stored Value, return pass	1/2-zone	\$10.50	\$10.75	\$11.05	\$11.40	\$11.75	\$12.10	\$12.35	\$12.60	\$12.85	\$13.15	\$13.15	\$2.65	
		3-zone	\$13.50	\$13.75	\$14.15	\$14.60	\$15.00	\$15.50	\$15.95	\$16.40	\$16.90	\$17.30	\$17.30	\$3.80	
		4-zone	\$16.75	\$17.00	\$17.50	\$18.05	\$18.60	\$19.15	\$19.70	\$20.30	\$20.90	\$21.45	\$21.45	\$4.70	
		5-zone	\$22.50	\$22.75	\$23.45	\$24.15	\$24.85	\$25.60	\$26.35	\$27.15	\$28.00	\$28.80	\$28.80	\$6.30	
	Monthly Pass	1/2-zone	\$155.75	\$158.75	\$164.00	\$168.00	\$173.00	\$179.00	\$184.00	\$190.00	\$195.00	\$201.00	\$201.00	\$45.25	
		3-zone	\$205.00	\$208.00	\$214.00	\$221.00	\$227.00	\$234.00	\$241.00	\$248.00	\$256.00	\$263.00	\$263.00	\$58.00	
		4-zone	\$248.00	\$251.00	\$259.00	\$266.00	\$274.00	\$283.00	\$291.00	\$300.00	\$309.00	\$318.00	\$318.00	\$70.00	
		5-zone	\$339.75	\$342.75	\$353.00	\$364.00	\$375.00	\$386.00	\$397.00	\$409.00	\$422.00	\$434.00	\$434.00	\$94.25	
	Concession	Stored Value, one-way	1/2-zone	\$2.80	\$2.90	\$3.00	\$3.10	\$3.15	\$3.25	\$3.35	\$3.45	\$3.55	\$3.65	\$3.65	\$0.85
			3-zone	\$3.60	\$3.70	\$3.80	\$3.95	\$4.05	\$4.15	\$4.30	\$4.40	\$4.55	\$4.70	\$4.70	\$1.10
			4-zone	\$4.70	\$4.80	\$4.95	\$5.10	\$5.25	\$5.40	\$5.55	\$5.75	\$5.90	\$6.10	\$6.10	\$1.40
			5-zone	\$6.35	\$6.45	\$6.65	\$6.85	\$7.05	\$7.25	\$7.50	\$7.70	\$7.95	\$8.15	\$8.15	\$1.80
Stored Value, return pass		1/2-zone	\$6.50	\$6.75	\$6.90	\$7.05	\$7.20	\$7.35	\$7.50	\$7.65	\$7.80	\$7.95	\$7.95	\$1.45	
		3-zone	\$8.25	\$8.50	\$8.75	\$9.00	\$9.30	\$9.55	\$9.75	\$9.95	\$10.15	\$10.35	\$10.35	\$2.10	
		4-zone	\$10.50	\$10.75	\$11.05	\$11.40	\$11.75	\$12.10	\$12.45	\$12.75	\$13.00	\$13.25	\$13.25	\$2.75	
		5-zone	\$14.25	\$14.50	\$14.95	\$15.40	\$15.85	\$16.30	\$16.80	\$17.30	\$17.85	\$18.30	\$18.30	\$4.05	
Monthly Pass		1/2-zone	\$95.00	\$97.00	\$100.00	\$103.00	\$106.00	\$109.00	\$112.00	\$116.00	\$119.00	\$123.00	\$123.00	\$28.00	
		3-zone	\$126.50	\$128.50	\$132.00	\$136.00	\$140.00	\$145.00	\$149.00	\$153.00	\$158.00	\$163.00	\$163.00	\$36.50	
		4-zone	\$156.25	\$158.25	\$163.00	\$168.00	\$173.00	\$178.00	\$183.00	\$189.00	\$195.00	\$200.00	\$200.00	\$43.75	
		5-zone	\$219.25	\$221.25	\$228.00	\$235.00	\$242.00	\$249.00	\$256.00	\$264.00	\$272.00	\$280.00	\$280.00	\$60.75	

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

TABLE 13: PROJECTED FARE REVENUE BY FARE TYPE (\$ MILLIONS)

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

TABLE 14: PROJECTED RIDERSHIP FORECASTS

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL 2018-2027
Ridership (millions of transit journeys)	252	259	267	271	280	285	294	308	312	316	2,844
Annual Increase (over previous year)	2.6%	3.0%	3.1%	1.4%	3.1%	1.9%	3.1%	5.0%	1.2%	1.4%	

TABLE 15: MAJOR ROAD NETWORK EXPANSION

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

Appendix B: Schedules without new provincially-enabled revenue capacity (motor fuel tax) or parking tax increase

This appendix provides summary schedules for the Phase Two Plan, in the scenario that new provincially-enabled revenue capacity (motor fuel tax) or parking tax increase are not enabled and implemented in 2019, and are not offset by greater than anticipated revenues from other sources. In these circumstances, a portion of the Phase Two Plan expansion would be deferred, as outlined in the introduction to the Appendices.

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

TABLE 1 : CONSOLIDATED STATEMENT OF FINANCIAL POSITION (\$ THOUSANDS)

For the years ending 31 Dec.

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Financial assets										
Cash and investments	330,534	407,528	364,767	338,555	326,133	334,941	307,751	261,237	256,243	281,399
Accounts receivable	115,208	118,664	122,224	125,891	129,668	133,558	137,565	141,692	145,942	150,321
Loan receivable	250,734	190,009	127,997	64,670	-	-	-	-	-	-
Restricted cash and investments	623,774	625,046	684,441	825,523	979,319	1,086,385	1,207,521	1,207,927	1,332,624	1,407,966
Debt reserve deposits	29,549	28,182	28,882	26,878	24,370	24,978	23,178	21,816	11,077	6,766
	1,349,799	1,369,430	1,328,310	1,381,517	1,459,489	1,579,862	1,676,014	1,632,671	1,745,886	1,846,451
Liabilities										
Accounts payable and accrued liabilities	(320,201)	(325,004)	(329,879)	(334,827)	(339,850)	(344,947)	(350,122)	(355,373)	(360,704)	(366,115)
Debt	(2,734,337)	(3,129,093)	(3,266,681)	(3,580,615)	(3,794,495)	(4,101,561)	(4,164,626)	(4,100,358)	(4,158,080)	(4,182,137)
Deferred government transfers	(970,392)	(948,792)	(1,005,088)	(1,115,307)	(1,167,545)	(1,198,826)	(1,057,746)	(927,707)	(781,592)	(643,524)
P3 contractor liability	(1,039,955)	(1,061,753)	(1,226,825)	(1,276,560)	(1,320,449)	(1,211,935)	(1,167,024)	(1,117,071)	(1,061,659)	(1,000,338)
Deferred concessionaire credit	(502,448)	(479,111)	(455,774)	(432,437)	(409,099)	(385,762)	(362,425)	(339,088)	(315,751)	(292,413)
Employee future benefits	(138,403)	(141,608)	(148,245)	(155,861)	(164,106)	(173,277)	(183,211)	(193,518)	(204,357)	(215,021)
Deferred lease inducements	(11,648)	(10,811)	(9,973)	(9,136)	(8,298)	(7,461)	(6,623)	(5,785)	(4,948)	(4,110)
	(5,717,385)	(6,096,172)	(6,442,466)	(6,904,742)	(7,203,842)	(7,423,770)	(7,291,777)	(7,038,901)	(6,887,090)	(6,703,658)
Net debt	(4,367,587)	(4,726,742)	(5,114,155)	(5,523,226)	(5,744,353)	(5,843,908)	(5,615,763)	(5,406,230)	(5,141,205)	(4,857,207)
Non-financial assets										
Tangible capital assets	5,574,888	5,997,642	6,482,632	6,859,369	7,068,420	7,379,167	7,396,602	7,275,955	7,260,022	7,337,777
Supplies inventory	67,252	69,269	71,347	73,488	75,692	77,963	80,302	82,711	85,193	87,748
Prepaid expenses	22,045	22,706	23,388	24,089	24,812	25,556	26,323	27,113	27,926	28,764
	5,664,185	6,089,618	6,577,367	6,956,946	7,168,924	7,482,687	7,503,228	7,385,779	7,373,140	7,454,289
Accumulated surplus¹	1,296,598	1,362,876	1,463,212	1,433,721	1,424,571	1,638,779	1,887,465	1,979,549	2,231,935	2,597,081

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 2 : CONSOLIDATED STATEMENT OF OPERATIONS (\$ THOUSANDS)

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL 2018-2027
Revenue											
Taxation	825,072	885,911	937,292	961,474	983,408	1,006,251	1,030,030	1,054,798	1,080,598	1,107,475	9,872,309
Fuel tax	358,409	388,986	389,568	390,156	390,750	391,350	391,955	392,567	393,185	393,809	3,880,735
Property tax											
<i>Standard Property Tax: Previous Year + 3%</i>	355,882	366,558	396,286	417,289	439,405	459,179	479,842	501,435	523,999	547,579	4,487,455
<i>Standard Property Tax: Additional</i>	-	18,185	8,849	9,318	6,399	6,687	6,988	7,302	7,631	7,974	79,335
<i>Replacement tax</i>	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	180,000
Parking Rights	71,523	72,596	73,685	74,790	75,912	77,051	78,206	79,379	80,570	81,779	765,490
Hydro levy	21,258	21,585	21,905	22,225	22,534	22,847	23,153	23,463	23,778	24,096	226,843
Development cost charges	-	-	29,000	29,696	30,409	31,139	31,886	32,651	33,435	34,237	252,452
Transit											
<i>Fares</i>	585,172	617,514	650,687	678,440	718,734	749,805	787,906	840,540	869,257	902,125	7,400,181
<i>Other transit</i>	21,634	23,254	22,985	24,270	23,902	25,136	25,661	26,680	26,101	27,125	246,748
New provincially-enabled regional revenue capacity	-	-	-	-	-	-	-	-	-	-	-
Government transfers - Capital	340,877	219,320	219,964	106,527	113,125	337,476	424,672	277,532	409,234	501,997	2,950,726
Government transfers - Operating	19,227	19,227	19,227	19,227	19,227	19,227	19,227	19,227	19,227	19,227	192,270
Government transfers - Golden Ears Bridge tolling replacement	57,866	60,072	62,366	64,751	67,231	69,810	72,492	75,281	78,181	81,197	689,248
Investment income - Restricted	42,585	40,013	41,572	43,953	45,302	46,368	53,041	56,963	59,109	55,034	483,941
Investment income - Unrestricted	9,353	10,959	12,403	13,365	16,589	18,950	19,979	18,142	16,740	16,743	153,224
Amortization of deferred concessionaire credit	23,337	23,337	23,337	23,337	23,337	23,337	23,337	23,337	23,337	23,337	233,372
Revenue Recoveries	6,036	6,481	6,218	6,265	5,888	6,002	6,101	6,220	6,341	6,464	62,016
Sub Total Continuing Operations Revenue	1,931,159	1,906,087	1,996,053	1,941,609	2,016,745	2,302,364	2,462,447	2,398,720	2,588,126	2,740,726	22,284,036
Gain on disposal	(447)	(456)	(465)	(475)	(484)	(494)	(504)	(514)	(524)	(534)	(4,896)
Total Revenue (PSAB)	1,930,712	1,905,631	1,995,587	1,941,134	2,016,261	2,301,870	2,461,943	2,398,207	2,587,603	2,740,191	22,279,140

TABLE 2 : CONSOLIDATED STATEMENT OF OPERATIONS CONT'D (\$ THOUSANDS)

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL 2018-2027
Expenditures											
Bus	733,402	764,285	798,631	823,697	852,866	871,396	889,772	909,261	928,803	949,144	8,521,257
Corporate	95,175	94,500	101,513	106,033	107,610	111,129	115,384	120,725	124,195	127,184	1,103,449
Rail	309,736	332,478	356,810	362,433	386,381	396,233	432,460	481,711	492,465	503,460	4,054,166
Roads and bridges	104,255	149,646	82,496	82,192	76,865	79,237	81,671	84,247	86,578	90,280	917,467
Transit Police	38,397	40,912	41,381	42,208	43,053	43,914	44,792	45,688	46,601	47,534	434,480
Amortization of tangible capital assets ¹	220,618	253,161	280,316	298,724	313,053	343,124	365,107	360,904	356,561	363,910	3,155,479
Interest	181,710	192,614	208,314	221,754	228,177	237,090	278,469	295,848	293,210	287,742	2,424,928
Sub Total Continuing Operations Expenditures	1,683,294	1,827,596	1,869,461	1,937,041	2,008,005	2,082,122	2,207,656	2,298,384	2,328,415	2,369,254	20,611,226
Corporate - onetime expenditures	31,136	11,758	25,791	33,584	17,406	5,541	5,601	7,738	6,802	5,791	151,147
Total Expenditures (PSAB)	1,714,429	1,839,353	1,895,251	1,970,625	2,025,411	2,087,663	2,213,257	2,306,122	2,335,216	2,375,045	20,762,373
Surplus (Deficit) for the period (PSAB)	216,283	66,278	100,336	(29,491)	(9,149)	214,207	248,686	92,085	252,386	365,146	1,516,766
Accumulated Surplus¹, beginning of the year	1,080,315	1,296,598	1,362,876	1,463,212	1,433,721	1,424,571	1,638,779	1,887,465	1,979,549	2,231,935	1,080,315
Accumulated Surplus¹, end of the year	1,296,598	1,362,876	1,463,212	1,433,721	1,424,571	1,638,779	1,887,465	1,979,549	2,231,935	2,597,081	2,597,081

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 3: CONSOLIDATED STATEMENT OF CHANGES IN NET DEBT (\$ THOUSANDS)

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

TABLE 4 : CONSOLIDATED STATEMENT OF CASH FLOW (\$ THOUSANDS)

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL 2018-2027
Cash provided by (used for):											
Operating Transactions											
Surplus for the year	216,283	66,278	100,336	(29,491)	(9,149)	214,207	248,686	92,085	252,386	365,146	1,516,766
Non-cash changes to operations:											
Amortization of capital assets	220,618	253,161	280,316	298,724	313,053	343,124	365,107	360,904	356,561	363,910	3,155,479
Amortization of bond issue costs	(100)	(279)	(261)	(613)	(634)	(646)	(577)	(736)	(786)	(825)	(5,457)
Amortization of Deferred Concessionaire credits	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(23,337)	(233,372)
Amortization of deferred government transfers	(340,877)	(219,320)	(219,964)	(106,527)	(113,125)	(337,476)	(424,672)	(277,532)	(409,234)	(501,997)	(2,950,726)
Write-down of capital assets/ deferred lease inducements	(838)	(838)	(838)	(838)	(838)	(838)	(838)	(838)	(838)	(838)	(8,376)
Net change in contractor liability	65,905	65,525	65,023	64,390	63,614	64,242	79,166	75,727	71,912	67,693	683,197
Loan Receivables interest - transfer from restricted fund	(6,536)	(5,275)	(3,988)	(2,673)	(1,330)	-	-	-	-	-	(19,803)
Non-cash changes to operations	(85,166)	69,636	96,951	229,127	237,403	45,069	(5,150)	134,188	(5,722)	(95,394)	620,942
Changes in non- cash operating working capital	15,276	1,873	5,193	6,055	6,564	7,364	7,996	8,233	8,624	8,304	75,480
	146,393	137,787	202,480	205,691	234,817	266,640	251,532	234,505	255,288	278,056	2,213,189
Capital transactions:											
Net Proceed/ (Purchase) for Real Estate Transactions	44,611	118,964	26,425	-	0	-	-	-	-	-	190,000
Purchase of capital assets (excluding MRN)	(800,018)	(675,915)	(765,306)	(675,461)	(522,104)	(653,871)	(382,543)	(240,257)	(340,628)	(441,665)	(5,497,767)
	(755,407)	(556,951)	(738,881)	(675,461)	(522,104)	(653,871)	(382,543)	(240,257)	(340,628)	(441,665)	(5,307,767)

TABLE 4 : CONSOLIDATED STATEMENT OF CASH FLOW CONT'D (\$ THOUSANDS)

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL 2018-2027
Investing transactions:											
(Increase)/ decrease in Self-administered sinking fund	(51,686)	(62,689)	(27,892)	(82,888)	(95,357)	(106,000)	(118,697)	2,656	(120,981)	(79,473)	(743,005)
(Increase)/ decrease in Cash restricted	10,000	9,280	8,441	7,490	7,275	7,051	6,782	6,527	6,257	5,969	75,072
Decrease/(increase) in debt reserve fund deposits	3,205	1,367	(700)	2,004	2,508	(608)	1,800	1,362	10,739	4,311	25,988
External Funding of Assets (non-government funding)	-	29,209	174,454	61,245	57,686	(90,164)	-	-	-	-	232,429
	(38,482)	(22,833)	154,303	(12,148)	(27,889)	(189,721)	(110,115)	10,545	(103,985)	(69,192)	(409,517)
Financing transactions:											
Bonds issued	359,534	487,319	285,540	422,402	318,594	403,494	153,180	150,661	138,983	144,328	2,864,034
Sinking Funds Maturities	138,800	50,000	-	66,200	80,000	-	65,000	-	280,000	260,000	940,000
Sinking Fund interest	(27,981)	(24,646)	(24,981)	(27,513)	(26,843)	(25,331)	(27,602)	(26,717)	(28,918)	(20,008)	(260,540)
Sinking Fund payments	(44,012)	(36,357)	(34,700)	(34,700)	(32,698)	(30,278)	(30,278)	(28,313)	(28,313)	(18,910)	(318,558)
P3 contractor liability payment	(71,507)	(72,936)	(74,405)	(75,900)	(77,410)	(82,591)	(124,077)	(125,679)	(127,324)	(129,014)	(960,845)
Government transfers received for capital additions	338,635	192,867	270,578	210,487	157,842	360,640	274,372	137,904	253,146	353,557	2,550,028
Short-term debt repayments	(15,696)	(28,752)	(35,416)	(42,983)	(41,813)	(37,376)	(28,790)	(26,222)	(23,244)	(21,996)	(302,286)
Bonds matured	(141,266)	(52,529)	(52,593)	(68,859)	(82,727)	(2,797)	(67,868)	(132,941)	(280,000)	(310,000)	(1,191,581)
Payments received for Land Reserve net to unrestricted	2,712	4,026	5,313	6,573	7,807	-	-	-	-	-	26,432
	539,219	518,992	339,336	455,707	302,753	585,761	213,936	(51,308)	184,330	257,957	3,346,683
Increase/(decrease) in cash	(108,277)	76,994	(42,762)	(26,212)	(12,422)	8,808	(27,190)	(46,514)	(4,994)	25,156	(157,413)
Cash, beginning of period	438,811	330,534	407,528	364,767	338,555	326,133	334,941	307,751	261,237	256,243	438,811
Cash, end of period	330,534	407,528	364,767	338,555	326,133	334,941	307,751	261,237	256,243	281,399	281,399

TABLE 5: PROJECTED BORROWING COMPARED TO BORROWING LIMIT AND SELECT FINANCIAL RATIOS (\$ MILLIONS)

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

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

2: Excludes debt refinancing

3: Includes all Direct and Indirect Debt

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

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

TABLE 6A : CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS (\$ MILLIONS)

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

TABLE 6B : CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS (\$ MILLIONS)

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

TABLE 6C : CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS (\$ MILLIONS)

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

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

ANTICIPATED PROVINCIAL ASSETS	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL 2018-2027
Federal	61	70	72	293	184	131	262	254	76	4	1,408
Provincial	290	312	388	409	291	241	295	388	106	6	2,726

TABLE 7A: PROJECTS FUNDED BY THE PUBLIC TRANSIT INFRASTRUCTURE FUND (PTIF1)

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

TABLE 7B: PROJECTS FUNDED BY THE PUBLIC TRANSIT INFRASTRUCTURE FUND (PTIF2)

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

TABLE 8: PROJECTS FUNDED BY THE GREATER VANCOUVER REGIONAL FUND

CATEGORY	YEAR	PROJECT
Bus Infrastructure	2014	TOH Metrotown Group Rectifier Replacement
Bus Fleet		2015 Community Shuttle Replacement
		2015 Conventional Replacement Buses
	2015	2016 Conventional Bus Replacement
		2016 Community Shuttle Replacement
	2016	2017 Conventional Bus Replacement
		2017 HandyDART Vehicle Replacement (AIP)
		2017 Community Shuttle Replacement
	2017	Equipment for Deferred Retirement Program
		2018 Community Shuttle Replacement
		2018 Conventional Bus Replacement
		2018 HandyDART Vehicle Replacement
		Bus-Vehicles Conventional 40
		Bus-Vehicles Conventional 60
		Community Shuttle Vehicles (Expansion)
		CUTRIC Battery Electric Bus Trial
		HandyDART Vehicles
	2018	2019 Community Shuttle Replacement
		2019 Conventional Bus Expansion (40H)
		2019 Conventional Bus Replacement
		2019 HandyDART Vehicles Expansion
		2019 HandyDart Vehicle Replacement
	2019	Bus-Vehicles Conventional 60 (Expansion)
		Conventional Bus Replacement
		HandyDART Vehicle Replacement

TABLE 8: PROJECTS FUNDED BY THE GREATER VANCOUVER REGIONAL FUND CONT'D

CATEGORY	YEAR	PROJECT
Bus Fleet	2020	Community Shuttle Replacement
		HandyDART Vehicle Replacement
	2021	Community Shuttle Replacement
		HandyDART Vehicle Replacement
	2022	Community Shuttle Replacement
		Conventional Bus Replacement
	2023	HandyDART Vehicle Replacement
		Community Shuttle Replacement
		Conventional Bus Replacement
	2024	HandyDART Vehicle Replacement
		Community Shuttle Vehicles Replacement
		Conventional Bus Replacement
	2025	HandyDART Vehicle Replacement
		Community Shuttle Replacement
		Conventional Bus Replacement
	2026	HandyDART Vehicle Replacement
		Community Shuttle Replacement
		Conventional Bus Replacement
	2027	HandyDART Vehicle Replacement
		Community Shuttle Replacement
		Conventional Bus Replacement
Rail	2014	ATC Existing Equipment Replacement-Phase 2
	2012	100-400 Series MK I Refurbishment Project
	2019	MK refurb/overhaul
		EXPO-Millennium RAIL Replacement of Mk1s - Vehicles
	2020	MKI refurbishment (500-600 series will be 30 years old in 2021) - 16 cars
	2023	MKII Mid-Life Overhaul (1300-1400 series) - 48 cars

TABLE 9: PROJECTS FUNDED BY THE BUILDING CANADA FUND

CATEGORY	PROJECT
Rail	Surrey Central Station Upgrades Construction

TABLE 10: MAJOR CAPITAL PROJECTS OVER \$50 MILLION (\$ MILLIONS)

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

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

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

Millennium Line Broadway Extension TL portion if Province Delivers	1	33	26	14	10	16	40	8						148
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TABLE 11A: CONVENTIONAL TRANSIT SERVICE LEVELS (THOUSANDS OF SERVICE HOURS)

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

* During the construction of the Millennium Line Broadway Extension, TransLink will be providing an additional 39,000 service hours from mid-2020 through 2024, not included in these figures.

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

TABLE 11B: CUSTOM TRANSIT SERVICE LEVELS (THOUSANDS OF TRIPS)

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

TABLE 12A: TRANSIT FARE RATES

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

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

TABLE 12B: TRANSIT FARE RATES – WEST COAST EXPRESS

SHORT TERM FARE PRODUCTS			2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL INCREASE 2018-2027	
Adult	Cash, one-way	1- or 2-Zone	\$5.70	\$5.75	\$5.90	\$6.10	\$6.30	\$6.45	\$6.65	\$6.85	\$7.05	\$7.25	\$1.55	
		3-Zone	\$7.45	\$7.50	\$7.70	\$7.95	\$8.20	\$8.45	\$8.70	\$8.95	\$9.20	\$9.50	\$2.05	
		4-Zone	\$9.20	\$9.25	\$9.55	\$9.80	\$10.10	\$10.40	\$10.70	\$11.05	\$11.40	\$11.70	\$2.50	
		5-Zone	\$12.45	\$12.50	\$12.90	\$13.25	\$13.65	\$14.05	\$14.50	\$14.95	\$15.35	\$15.85	\$3.40	
	Cash, return ticket	1- or 2-Zone	\$10.75	\$11.00	\$11.35	\$11.65	\$12.00	\$12.40	\$12.75	\$13.15	\$13.55	\$13.80	\$3.05	
		3-Zone	\$14.25	\$14.50	\$14.95	\$15.40	\$15.85	\$16.30	\$16.80	\$17.30	\$17.85	\$18.20	\$3.95	
		4-Zone	\$17.50	\$17.75	\$18.30	\$18.85	\$19.40	\$20.00	\$20.60	\$21.20	\$21.85	\$22.50	\$5.00	
		5-Zone	\$23.50	\$23.75	\$24.45	\$25.20	\$25.95	\$26.75	\$27.55	\$28.35	\$29.20	\$30.10	\$6.60	
Concession	Cash, one-way	1- or 2-Zone	\$3.40	\$3.50	\$3.60	\$3.70	\$3.80	\$3.95	\$4.05	\$4.20	\$4.25	\$4.35	\$0.95	
		3-Zone	\$4.40	\$4.50	\$4.65	\$4.75	\$4.90	\$5.05	\$5.20	\$5.35	\$5.55	\$5.70	\$1.30	
		4-Zone	\$5.65	\$5.75	\$5.90	\$6.10	\$6.30	\$6.45	\$6.65	\$6.85	\$7.05	\$7.25	\$1.60	
		5-Zone	\$7.65	\$7.75	\$8.00	\$8.20	\$8.45	\$8.70	\$9.00	\$9.25	\$9.55	\$9.80	\$2.15	
	Cash, return ticket	1- or 2-Zone	\$6.75	\$7.00	\$7.20	\$7.40	\$7.55	\$7.70	\$7.85	\$8.05	\$8.20	\$8.35	\$1.60	
		3-Zone	\$8.75	\$9.00	\$9.25	\$9.55	\$9.85	\$10.05	\$10.30	\$10.50	\$10.70	\$10.90	\$2.15	
		4-Zone	\$11.00	\$11.25	\$11.60	\$11.95	\$12.30	\$12.65	\$13.05	\$13.40	\$13.70	\$13.95	\$2.95	
		5-Zone	\$15.00	\$15.25	\$15.70	\$16.20	\$16.65	\$17.15	\$17.70	\$18.20	\$18.75	\$19.30	\$4.30	
DISCOUNTED, OR NON- SHORT TERM FARES														
Adult	Stored Value, one-way	1/2-zone	\$4.80	\$4.90	\$5.05	\$5.20	\$5.35	\$5.50	\$5.70	\$5.85	\$6.05	\$6.20	\$1.40	
		3-zone	\$6.25	\$6.35	\$6.55	\$6.75	\$6.95	\$7.15	\$7.35	\$7.60	\$7.80	\$8.05	\$1.80	
		4-zone	\$7.65	\$7.75	\$8.00	\$8.20	\$8.45	\$8.70	\$9.00	\$9.25	\$9.55	\$9.80	\$2.15	
		5-zone	\$10.40	\$10.50	\$10.80	\$11.15	\$11.45	\$11.80	\$12.15	\$12.55	\$12.90	\$13.30	\$2.90	
	Stored Value, return pass	1/2-zone	\$10.50	\$10.75	\$11.05	\$11.40	\$11.75	\$12.10	\$12.35	\$12.60	\$12.85	\$13.15	\$2.65	
		3-zone	\$13.50	\$13.75	\$14.15	\$14.60	\$15.00	\$15.50	\$15.95	\$16.40	\$16.90	\$17.30	\$3.80	
		4-zone	\$16.75	\$17.00	\$17.50	\$18.05	\$18.60	\$19.15	\$19.70	\$20.30	\$20.90	\$21.45	\$4.70	
		5-zone	\$22.50	\$22.75	\$23.45	\$24.15	\$24.85	\$25.60	\$26.35	\$27.15	\$28.00	\$28.80	\$6.30	
	Monthly Pass	1/2-zone	\$155.75	\$158.75	\$164.00	\$168.00	\$173.00	\$179.00	\$184.00	\$190.00	\$195.00	\$201.00	\$45.25	
		3-zone	\$205.00	\$208.00	\$214.00	\$221.00	\$227.00	\$234.00	\$241.00	\$248.00	\$256.00	\$263.00	\$58.00	
		4-zone	\$248.00	\$251.00	\$259.00	\$266.00	\$274.00	\$283.00	\$291.00	\$300.00	\$309.00	\$318.00	\$70.00	
		5-zone	\$339.75	\$342.75	\$353.00	\$364.00	\$375.00	\$386.00	\$397.00	\$409.00	\$422.00	\$434.00	\$94.25	
	Concession	Stored Value, one-way	1/2-zone	\$2.80	\$2.90	\$3.00	\$3.10	\$3.15	\$3.25	\$3.35	\$3.45	\$3.55	\$3.65	\$0.85
			3-zone	\$3.60	\$3.70	\$3.80	\$3.95	\$4.05	\$4.15	\$4.30	\$4.40	\$4.55	\$4.70	\$1.10
			4-zone	\$4.70	\$4.80	\$4.95	\$5.10	\$5.25	\$5.40	\$5.55	\$5.75	\$5.90	\$6.10	\$1.40
			5-zone	\$6.35	\$6.45	\$6.65	\$6.85	\$7.05	\$7.25	\$7.50	\$7.70	\$7.95	\$8.15	\$1.80
Stored Value, return pass		1/2-zone	\$6.50	\$6.75	\$6.90	\$7.05	\$7.20	\$7.35	\$7.50	\$7.65	\$7.80	\$7.95	\$1.45	
		3-zone	\$8.25	\$8.50	\$8.75	\$9.00	\$9.30	\$9.55	\$9.75	\$9.95	\$10.15	\$10.35	\$2.10	
		4-zone	\$10.50	\$10.75	\$11.05	\$11.40	\$11.75	\$12.10	\$12.45	\$12.75	\$13.00	\$13.25	\$2.75	
		5-zone	\$14.25	\$14.50	\$14.95	\$15.40	\$15.85	\$16.30	\$16.80	\$17.30	\$17.85	\$18.30	\$4.05	
Monthly Pass		1/2-zone	\$95.00	\$97.00	\$100.00	\$103.00	\$106.00	\$109.00	\$112.00	\$116.00	\$119.00	\$123.00	\$28.00	
		3-zone	\$126.50	\$128.50	\$132.00	\$136.00	\$140.00	\$145.00	\$149.00	\$153.00	\$158.00	\$163.00	\$36.50	
		4-zone	\$156.25	\$158.25	\$163.00	\$168.00	\$173.00	\$178.00	\$183.00	\$189.00	\$195.00	\$200.00	\$43.75	
		5-zone	\$219.25	\$221.25	\$228.00	\$235.00	\$242.00	\$249.00	\$256.00	\$264.00	\$272.00	\$280.00	\$60.75	

TABLE 13: PROJECTED FARE REVENUE BY FARE TYPE (\$ MILLIONS)

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

TABLE 14: PROJECTED RIDERSHIP FORECASTS

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

TABLE 15: MAJOR ROAD NETWORK EXPANSION

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

Appendix C: Planned bus improvements by sub-region

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

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

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

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

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

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

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

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

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

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

SOUTHWEST (SOUTH DELTA, RICHMOND, TSAWWASSEN FIRST NATION)

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

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

VANCOUVER, UBC, AND UEL

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

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

Appendix D: Regional Transportation Development Cost Charge Eligible Projects

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

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

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

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

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

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

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

SKYTRAIN AND WEST COAST EXPRESS EXPANSION	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Joyce-Collingwood Station Upgrade	•									
Commercial-Broadway Station Upgrade	•									
Brentwood Station Upgrade		•	•							
Burrard Station Upgrade	•	•	•	•	•					
Expo-Millennium Upgrade Program - Power Expansion	•	•	•	•	•	•	•	•	•	•
Expo-Millennium Upgrade Program - Storage Expansion	•	•	•	•			•	•		
Expo-Millennium Upgrade Program - Systems Expansion	•	•	•	•	•	•				
Expo-Millennium Upgrade Program - Maintenance Capacity Expansion	•	•	•	•	•	•				
Expo-Millennium Upgrade Program - Control Center Expansion										
Expo-Millennium Line Fleet Expansion	•	•	•	•	•	•	•	•		
Canada Line Fleet Expansion	•									
Canada Line Station Upgrades	•	•								
West Coast Express Fleet Expansion	•	•								
NEW MAJOR PROJECTS										
Surrey-Newton-Guildford Light Rail Transit - Planning, Design and Engineering	•									
Surrey-Newton-Guildford Light Rail Transit - Construction	•	•	•	•	•	•				
Surrey-Newton-Guildford Light Rail Vehicles	•	•	•	•	•	•				
Millennium Line Broadway Extension - Planning, Design and Engineering	•									
Millennium Line Broadway Extension - Construction	•	•	•	•	•	•	•	•		
Surrey-Langley Light Rail Transit - Planning, Design and Engineering			•	•	•					
Burnaby Mountain Gondola - Project Development		•	•							
Rapid Transit to UBC Point Grey Campus – Project Development	•	•	•							
Estimated Total Capital Costs of Eligible Projects	\$686	\$624	\$1,368	\$1,233	\$883	\$728	\$580	\$126	\$54	\$12
Anticipated DCC Revenue**	\$0	\$0	\$29**	\$30	\$30	\$31	\$32	\$33	\$33	\$34

*Specific bus depots to be determined through TransLink's annual capital planning process

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

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

