Moving Forward: Improving Metro Vancouver's Transportation Network

2011 Supplemental Plan and Outlook

Transportation and Financial Supplemental Plan for 2011 to 2013 and Outlook for 2014 to 2020

TRANSLINK

November 8, 2010

For the purpose of the BC *South Coast British Columbia Transportation Authority Act,* this document contains a Transportation and Financial Supplemental Plan prepared in 2010 for the 2011 to 2013 period and Outlook for the 2014 to 2020 period. If approved by the Mayors' Council on Regional Transportation, this Plan, together with the 2011 Transportation and Financial Base Plan (approved by the TransLink Board of Directors on July 15, 2010), will serve as TransLink's 2011 Strategic Plan.

Approved for submission to the Mayors' Council on Regional Transportation and the Regional Transportation Commissioner.

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EXECUTIVE SUMMARY

This 2011 Transportation and Financial Supplemental Plan ("2011 Supplemental Plan"), entitled "Moving Forward: Improving Metro Vancouver's Transportation Network," builds upon the unprecedented investment in transportation, including expansion in transit, that has occurred in Metro Vancouver over the past five years. The investments contained in this Supplemental Plan will continue to support livable communities and the region will see continued strong growth in transit ridership. With the transportation funding and investment provided under this Supplemental Plan, the region begins to approach the conditions required this decade to fulfill the Transport 2040 aspirations for a sustainable region. Annual regional greenhouse gas (GHG) emissions from roadway and passenger transportation in the region are forecast to decline by roughly 3.5 per cent between 2010 and 2015 and to decline by 5 to 5.5 per cent by 2020. By 2015, annual transit boardings are forecast to increase by an additional 8 per cent (30 million boardings) over the 2011 Base Plan's forecast.

Under this plan, the region fulfills the long-standing commitment to provide funding for the Evergreen Line Rapid Transit project, connecting Coquitlam and Port Moody to the region's rail rapid transit network. Phase 1 of the North Fraser Perimeter Road, also known as the United Boulevard Extension, will be built reducing congestion and facilitating goods movement on a key regional corridor.

Significant upgrades in the existing transit system will also occur under this plan. There will be an increase of over 425,000 bus service hours, which is an increase of 9 per cent, providing more service around the region to improve reliability, reduce crowding and serve new demand from population growth and the expanded U-Pass BC program. A fast, frequent and reliable B-Line service will be introduced in Surrey on 104th Avenue and King George Boulevard to connect Guildford, Surrey Central, and White Rock. Local service will be introduced to connect White Rock to Langley and in 2013 bus rapid transit service will run on Highway 1 and over the new Port Mann Bridge, connecting Langley and Surrey with the SkyTrain network at Lougheed Station in Burnaby. Renovation projects will be undertaken at four existing SkyTrain stations and at the Lonsdale Quay SeaBus terminal to add capacity and make these stations easier to use.

This plan will also restore funding for TransLink's Major Road Network Minor Capital Program to $20 million per year and the Bicycle Capital Program to $6 million per year (from $10 million and $3 million respectively), providing cost share funding to municipalities to support a multi-modal transportation system, promote cycling and improve safety for all road users.

The consultation undertaken with the public, stakeholders, and elected officials demonstrated that there is strong support for investment in the suite of projects included in this plan. Over 80 per cent of respondents indicated that these investments are important for the region. The challenge lies in determining how to fund the region's share of these investments.

Significant improvements are made in Metro Vancouver's transportation network under this plan, representing new investment of $2.4 billion between 2011 and 2020. Fifty-three per cent of the funding for the investments made in this plan comes from senior government through provincial and federal funding programs for investment in the Evergreen Line Program, station upgrades, North Fraser Perimeter Road, and other transit infrastructure including buses. Fourteen per cent of the funding will come from increase transit fare revenue that results from the ridership generated by these investments. TransLink must confirm how the remaining share will be paid for by the region. Because of efficiency gains the organization has achieved, TransLink is able to move forward on these projects immediately while also allowing time for an alternative funding source for this plan to be found.

On September 23, 2010, the Mayors' Council and the Province signed a Memorandum of Understanding (MOU) outlining their mutual commitment to building livable cities and acknowledging that efficient, affordable, carbon smart transportation is an integral part of livable cities. This agreement provides the foundation for the Mayors' Council and the Province to work together to identify sustainable funding sources for transportation in the region. Forging a new way forward for sustainable funding will take time which creates a challenge as funding must be confirmed in 2010 for key regional priorities and the options currently accessible to TransLink are very limited.

This plan provides the Mayors' Council and the Province with the opportunity to work together to identify an alternative funding source before 2012. If an alternative source is not confirmed before 2012, this plan would be funded through an increase in property tax on all property types starting in 2012 to generate $75.8 million per year. The impact on the average household would be approximately $61.65 per year for the average household. If a viable alternative funding source is agreed upon by the Province and the Mayors' Council, TransLink will, if required, bring forward another Supplemental Plan to replace the Property Tax increase with the new source.

TransLink also consulted on the possibility of introducing a registration fee on motor vehicles – known as a Transportation Improvement Fee (TIF). While such a fee may have significant potential as a more sustainable funding source, it is not being brought forward at this time. This decision takes into account two factors. First, public concerns regarding equity need to be further examined and discussed. Second, TransLink currently lacks the authority to effectively and efficiently collect and enforce the fee. Collection and enforcement would need to be enabled by the Province of BC and there is no clear indication that the Province will do so at this time. The Transportation Improvement Fee will be further evaluated and discussed as part of a broader dialogue on sustainable funding.

Table 1: Overview of Initiatives in the Supplemental Plan

RAPID TRANSIT	SERVICE IMPROVEMENTS	ROADS & CYCLING
Evergreen Line Program ▪ Connects Coquitlam & Vancouver via Port Moody & Burnaby: 11 km line, 5 Stations, & 28 new SkyTrain vehicles ▪ Construction begins in 2011, completion in 2014 ▪ Community and network integration & wayfinding upgrades ▪ Commercial-Broadway Station **Station Upgrade Projects** ▪ Main Street Station ▪ Metrotown Station ▪ Surrey Central Station ▪ New Westminster Station ▪ Lonsdale Quay SeaBus Terminal	▪ King George Boulevard B-Line ▪ Highway 1 Bus Rapid Transit ▪ White Rock to Langley Bus Service ▪ Bus service hours to increase frequency (e.g. on SeaBus) and address overcrowding ▪ Bus service hours to accommodate population growth ▪ Bus service hours on Provincial U-Pass BC program routes	▪ North Fraser Perimeter Road: Phase I (United Boulevard Extension) ▪ Retain Funding for MRN Minor Capital Program at $20M/year ▪ Retain Funding for Bike Capital Program at $6M/year

Background and context

1. Background and Context

This document ("2011 Supplemental Plan"), known as "Moving Forward: Improving Metro Vancouver's Transportation Network," contains the 2011 Transportation and Financial Supplemental Plan and Outlook prepared by the South Coast British Columbia Transportation Authority ("TransLink") under the *South Coast British Columbia Transportation Authority Act* ("SCBCTA Act"). The 2011 Supplemental Plan, which proposes changes to the 2011 Base Plan (known as "The Funding Stabilization Update"), was developed for the purpose of funding priority expansion of the regional transportation network. The plan portion of the 2011 Supplemental Plan document covers the years 2011 to 2013, and the Outlook portion of the document covers the years 2014 to 2020.

This chapter describes the current context for the 2011 Supplemental Plan, including the Supplemental Plan development framework, its relationship to the Base Plan, its purpose and priorities, and the consultation and approvals process.

1.1 Supplemental Plan Development Framework

Under the SCBCTA Act, each year TransLink must prepare a Base Plan covering a three year plan period and an Outlook covering the seven years following the plan period. TransLink may also prepare one or more Supplemental Plans that propose changes to the Base Plan. Each Supplemental Plan must be accompanied by an Outlook that shows how the Base Plan Outlook would change if the Supplemental Plan is approved. TransLink's Strategic Plan is composed of the Base Plan as modified by approved Supplemental Plans.

1.2 Relationship to the Base Plan

The 2011 Supplemental Plan proposes changes to TransLink's 2011 Base Plan which was approved by the TransLink Board of Directors on July 15, 2010. The Regional Transportation Commissioner issued a report on TransLink's 2011 Base Plan on August 26, 2010. If the 2011 Supplemental Plan is approved by the Mayors' Council, the TransLink 2011 Base Plan, as modified by the 2011 Supplemental Plan, will constitute TransLink's Strategic Plan for 2011 to 2013.

The Supplemental Plan for 2011 to 2013 outlines:

- expenditures on transportation capital, programs and services (Section 2.0, Transportation Plan);
- performance of the investments against the goals of Transport 2040 (Section 2.4, Outcomes); and
- changes to financial information relative to the Base Plan (Section 3.0, Financial Strategy and the Appendices).

1.3 Purpose and Priorities

This Supplemental Plan enables the region to move forward on the Evergreen Line Program and North Fraser Perimeter Road Phase I (United Boulevard Extension) while also providing the Mayors' Council and the Province with the opportunity to continue to work together to identify an alternative funding source before 2012. Should an alternative funding source not be identified, the plan would be funded by a $75.8 million increase in annual property tax revenue starting in 2012.

On September 23, 2010, the Mayors' Council and the Province signed an MOU outlining their mutual commitment to building livable cities and acknowledging that efficient, affordable, carbon smart transportation and infrastructures are an integral part of livable cities. This livability agreement provides the foundation for the Mayors' Council and the Province to work together in identifying sustainable funding sources for transportation in the region.

Since 2009, strong feedback has been received on the desire for TransLink to find a way to deliver upgrades and expansion of the transportation system, including the Evergreen Line. There has been continued strong support for making investments toward the long range vision for a sustainable transportation network in the region, as outlined in TransLink's Transport 2040 Plan (adopted in 2008). The 2010 Funding Stabilization Plan increased TransLink's revenues by $130 million per year, to stabilize TransLink's ability to maintain existing service levels and keep transportation assets in good repair. The 2011 Base Plan does not provide sufficient revenue for upgrades and expansion to support the region being on track toward the goals and vision of Transport 2040.

Subsequent to the approval of the Funding Stabilization Plan in Fall 2009, a Joint Technical Committee (JTC) was established by the TransLink Steering Committee (Minister of Transportation and Infrastructure, Chair and Vice Chair of the Mayors' Council on Regional Transportation and Chair of the TransLink Board) as a basis for constructive discussions on funding solutions to support the development of a sustainable transportation system for the region. The JTC was established as a resource responsible for reporting back to and consulting with the Mayors' Council. The JTC includes representation from the TransLink Executive, the Deputy Minister and other Executive Members from the Ministry of Transportation and Infrastructure, and senior representation from the cities of Vancouver and Surrey. The JTC carried out a review of:

- the existing funding structure of TransLink (including the contributions of the province, member local governments, and TransLink) and other revenue sources;
- TransLink's strategy and initiatives to improve cost efficiency and service effectiveness;
- the program of transit services and related costs for TransLink to achieve the goals and objectives set out in Transport 2040, the Provincial Transit Plan and the Regional Growth Strategy; and
- TransLink's planning process.

While the JTC endorsed the need for TransLink's work in developing a comprehensive funding strategy, the Committee acknowledged that TransLink would be unable to bring new funding sources online by 2011. The JTC identified the importance of leveraging current funding partnerships and following through on key regional commitments in the immediate-term using existing funding sources. At their direction, TransLink undertook analysis of upgrade and expansion projects and the potential to fund them within the existing funding structure.

1.4 CONSULTATION AND APPROVALS PROCESS

In October 2010, TransLink conducted public and stakeholder consultation as part of the development of the 2011 Supplemental Plan, following the requirements of Section 15 of the SCBCTA Act and the Consultation Plan approved by the TransLink Board of Directors.

TransLink engaged the Federal Government, Provincial Government, Mayors' Council, Municipalities and Metro Vancouver in discussion about the 2011 Supplemental Plan. TransLink consulted elected officials through the Metro Vancouver Board and Regional Planning Committee and municipal and regional staff through the Regional Administration Advisory Committee (RAAC). A working draft of the plan document was distributed to Metro Vancouver on October 19, 2010. The Municipalities were also engaged through TransLink's Major Roads and Transportation Technical Advisory Committee (MRTAC) and through the Mayors' Council on Regional Transportation.

Across the region, three public Transportation Fair events provided the public with an opportunity for discussion with TransLink staff on the proposed 2011 Supplemental Plan. In addition, the public provided input through the online E-consultation and through contact with a Community Relations Coordinator. Participants were engaged and expressed appreciation for the opportunity to learn about the organization.

During the consultation period, discussions were held with the Province and the Mayors' Council on potential inclusion of the transportation improvement fee as a funding source for the 2011 Supplemental Plan. Given that the feasibility of the source was not confirmed and that further work is needed to understand the exact form of the fee, equity impacts, as well as its value within a suite of funding sources, it was determined that it would be beneficial to continue dialogue on TIF and other sources through 2011. As such, TransLink has structured this plan to allow time for dialogue in 2011 and delayed implementation of property tax to 2012.

Through TransLink market research, the public expressed strong interest in new investments in the region's transportation network with over 80 per cent indicating the importance to the region of investment in the Evergreen Line, North Fraser Perimeter Road Phase I and other priority projects. When asked about funding the upgrades and expansion, 42 per cent expressed a willingness to pay by property tax and 37 per cent expressed a willingness to pay by transportation improvement fee. Of respondents, 33 per cent strongly opposed paying for the investments with property tax and 42 percent strong opposed paying for the investments using the transportation improvement fee. This input was mirrored in the questionnaires completed at public events and through e-consultation.

As a result of input heard during consultation, two alternative plan documents were approved by the TransLink Board and submitted to the Regional Transportation Commissioner and the Mayors' Council:

1. *Moving Forward: Improving Metro Vancouver's Transportation Network* - Evergreen Line, North Fraser Perimeter Road Phase I and Other Priority Projects with funding to be determined through dialogue between Province and Mayors' Council or property tax in 2012 (presented in this document);
2. *Delivering Evergreen Line and North Fraser Perimeter Road* - Evergreen Line and North Fraser Perimeter Road Phase I with funding to be determined through dialogue between Province and Mayors' Council or property tax in 2012.

1.5 OUTLOOK OF THE 2011 SUPPLEMENTAL PLAN

This 2011 Supplemental Plan proposes changes to the 2011 Base Plan. To demonstrate that the 2011 Supplemental Plan is responsible in the longer term, a Financial Outlook to 2020 is provided. The SCBCTA Act requires detailed financials for the first three years of the plan and the long term impacts of those investments to be shown for the following seven Outlook years. Given the timing of investments to be made under the Supplemental Plan, TransLink has chosen to provide more financial information than is required for the Outlook. The Supplemental Plan includes detailed financial information for the years 2011 to 2015 and the long term impact of the investments is presented for the 2016 to 2020 period.

Transportation Plan

2. TRANSPORTATION PLAN

With the transportation funding and investment provided under this Supplemental Plan, the performance of the regional transportation system progresses towards the conditions required this decade to fulfill the Transport 2040 aspirations for a sustainable region. This is consistent with the Regional Growth Strategy and provincial and regional environmental objectives to improve air quality and reduce greenhouse gas (GHG) emissions.

Annual regional GHG emissions from roadway and passenger transportation in the region are forecast to decline from 2010 levels by roughly 3.5 per cent between 2010 and 2015 and to decline by 5 to 5.5 per cent by 2020 and annual transit boardings are forecast to increase by roughly 8 per cent compared to 2011 Base Plan levels in 2015.

This chapter describes the incremental transportation programs, services and investments that TransLink plans to undertake as part of the 2011 Supplemental Plan. The 2011 Base Plan includes investments in maintaining services, state of good repair, and modest upgrades to improve efficiency and effectiveness over the 2011 to 2013 period and the 2011 Supplemental Plan includes additional investments that support upgrading and expanding the transportation system. This chapter outlines the ongoing need for planning for investments and sustainable funding, the method of prioritizing investments, transportation programs and services that TransLink will undertake, as well as outcomes forecast to result from the delivery of the 2011 Supplemental Plan.

2.1 PLANNING FOR FUTURE INVESTMENTS AND SUSTAINABLE FUNDING – UPDATING TRANSPORT 2040

Since formation in 1999, TransLink has benefitted from a diversified funding portfolio that provides with relatively high level of certainty regarding annual funding levels and enables TransLink to plan for the long term. TransLink is funded by a mix of motor fuel tax revenues, transit fares, property taxes, parking sales tax, advertising and real estate revenue, a hydro levy and senior government funding. While there are many benefits to the current mix of funding sources, greater funding levels are required to support upgrades and expansion towards a sustainable transportation system. Determining the right mix of future funding sources to support future transportation infrastructure and services as well as transportation demand management (TDM) objectives will require extensive research and collaboration with stakeholders.

TransLink is required by statute to update it long range strategy, Transport 2040, by 2013. Over the 2011 to 2013 period, as part of this update of Transport 2040, TransLink will carry out significant policy and system development work to provide the framework for future investment in the regional transportation system. Creating the updated strategy, *Transport 2045,* is a significant planning effort that requires stakeholder and community engagement to identify priorities for investment in the transportation system to support the movement of people and goods and livable communities. TransLink will develop funding and TDM strategies to support this plan, which will include evaluation of a range of potential funding sources with respect to equity, appropriateness for funding transportation and potential to influence travel choices, among other factors. TransLink will collaboratively engage its partners, stakeholders and the public in the development of this strategy update.

The MOU signed by the Province and the Mayors' Council in September 2010 is a commitment from the Province and the Mayors' Council to work together to identify long term sustainable funding for investment in transportation. To be effective and have long-lasting benefit, the development of this strategy will take time, effort and collaboration. TransLink's policy development work on sustainable funding will support this discussion.

At this time, TransLink has completed preliminary work on potential funding sources, as described below.

TRANSPORTATION IMPROVEMENT FEE

TransLink consulted on the possibility of introducing a registration fee on motor vehicles – known as a Transportation Improvement Fee (TIF). While such a fee may have significant potential as a sustainable funding source, it is not being brought forward at this time. This decision takes into account two factors. First, that there are public concerns regarding equity that need to be further examined and discussed. Second, that TransLink currently lacks the authority to effectively and efficiently collect and enforce the fee. Enforcement would need to be enabled by the Province of BC and there is no clear indication that the Province will do so at this time. If TransLink were to develop an independent collection mechanism, it is likely to have substantial costs on the order of $15 to $25 million per year. The Transportation Improvement Fee will be further evaluated and discussed as part of a broader dialogue on sustainable funding.

In 2009, TransLink completed significant work to understand the potential of a TIF as a funding source and TDM mechanism. The use of vehicle registration fees to help fund investment in local transportation is used in a number of jurisdictions in North America. In Canada, vehicle owners in both Toronto and Montreal pay a registration fee.

Preliminary work by TransLink has identified that the TIF has potential:

- as a stable and predictable source of funding that is related to transportation;
- to shape transportation demand, increase ridership, and reduce GHG emissions; and
- to shift the types of vehicles that are purchased to more fuel efficient models.

CARBON TAX

In 2008, the provincial government legislated GHG reduction targets of 33 per cent below 2007 levels by 2020 and 80 per cent below 2007 levels by 2050. The BC Climate Action Plan describes how these reductions would be achieved. The carbon tax levied on emissions of GHGs that became effective July 1, 2008 is a key strategy of this Plan. At this time, the carbon tax is required by legislation to be revenue neutral. All revenue collected is returned to individuals and businesses in the form of reductions in the personal and corporate tax rates, plus an increase in the low-income tax credit.

Through consultation in 2009 and 2010, it was suggested that carbon tax be considered as a potential future funding source for TransLink as there is consistency between the objectives of the Provincial carbon tax and TransLink's Transport 2040 goals for reducing GHG emissions.

The sustainable funding strategy will explore the potential of the carbon tax to be a revenue source for TransLink. Preliminary assessment by TransLink has identified some general approaches, including:

- dedicating supplemental increases to sustainable transportation investments, and

- extending the current schedule of increases beyond 2012 and directing portions of the total tax, towards transportation investments.

Road Pricing

It has long been acknowledged that implementing road pricing in Metro Vancouver could significantly contribute to TransLink's goal of establishing sufficient, stable funding as well as impact transit ridership, mode share of cycling and walking, and related reductions in GHG emissions. Road pricing has been included as a potential funding mechanism in regional plans for many years. Transport 2021, TransLink's 2005-2007 Strategic Transportation Plan, Metro Vancouver's draft Regional Growth Strategy, and Transport 2040's Goal 6 all support road pricing mechanisms which serve as both a source of revenue and a demand management mechanism. However, more work is needed to identify the appropriate approach and timing for implementation of road pricing in this region.

Road pricing is a concept in which motorists pay directly for using a road, bridge, tunnel, for driving in a specific part of a city, or by distance driven. Road pricing can generate revenue, reduce road congestion, encourage alternative travel modes, such as transit or biking, and/or to reduce GHG emissions. Various road pricing strategies are found in cities around the world. How these strategies are implemented and the effect they would have varies depending on the physical context, travel patterns and the objectives for the program.

Legislation currently allows TransLink to charge tolls only to recover the cost of a new or improved facility, such as the Golden Ears Bridge. Legislative amendments would be required for TransLink to implement road pricing on unimproved infrastructure or the entire road and bridge network and for those charges as a revenue source.

Other Alternative Funding Mechanisms

It is TransLink's intention to assess the potential of a range of funding mechanisms for their appropriateness for inclusion in a sustainable funding strategy. In addition to the sources described above, there are other sources that have been identified for consideration and further investigation, including:

- potential of fuel tax as a more significant source,
- recouping of fare evasion fines,
- applying a benefitting area tax,
- accessing a portion of Provincial property transfer tax revenues,
- levying a goods movement fee, and
- leveraging other sources.

While the Mayor's Council MOU with the Province of BC offers an opportunity to explore longer term funding solutions, decisions need to be made on TransLink's contribution to the Provincial Evergreen Line project and the North Fraser Perimeter Road Phase I (United Boulevard Extension) in 2010. Significant senior government funding is available for these projects that will help TransLink progress towards the goals of Transport 2040. Under the 2011 Supplemental Plan, should no other funding source become available by 2012, funding will be provided through property tax beginning in 2012 for these two key projects as well as other priority investments.

2.2 PRIORITIZING INVESTMENTS

This section describes the framework used in identifying the investments that require supplemental funding at this time.

EVALUATION PROCESS

TransLink's framework for investments continues to prioritize:

1. Maintaining Services
2. State of Good Repair
3. Upgrades
4. Expansion

TransLink's evaluation process for identification of projects for inclusion in future Base and Supplemental Plans has been further developed and systematized. This process addresses input received from the Commissioner and stakeholders on the 2010 Funding Stabilization Plan and the 2011 Funding Stabilization Update. For the 2011 Supplemental Plan and future plans, candidate projects are evaluated in terms of their effectiveness towards achieving TransLink's Transport 2040 long term goals. The framework and process is intended to be consistent and transparent for the full range of services and investments that TransLink considers and to provide an objectives-driven, performance-based method for planning and prioritization. It is anticipated that each plan will also include evaluation criteria relevant to the context of the particular plan.

A comprehensive evaluation framework was developed to assess and rank initiatives in terms of the priorities for this Supplemental Plan and Transport 2040 goals.

Four priorities were identified for this plan and initiatives were screened to be included in this Supplemental Plan evaluation process based on their fit with these priorities:

- previous regional commitments;
- opportunities to leverage significant other funding;
- opportunities to make best use of existing infrastructure and fleet; and
- decision required in 2010 in order to capture an opportunity.

In addition, six criteria were established to reflect the six Transport 2040 goals and to evaluate each initiative's effectiveness. Each identified initiative was evaluated and scored against these four "theme" criteria and six Transport 2040 criteria using performance information from project business cases. This evaluation tool enables objective and evidence-based scoring across the ten criteria.

The framework and process is intended to be consistent and transparent for the full range of services investments that TransLink considers on an ongoing basis. Supporting objectives are defined for each of the criteria to which forecasted outcomes are applied. This process is designed to address the Regional Transportation Commissioner's feedback to improve evaluation rigour and alignment with longer term objectives. The following table summarizes the criteria and the specific objectives considered for each criteria.

Table 2: Evaluation Criteria and Objectives

GOAL	OBJECTIVE
Transport 2040 Related (50 per cent)	
GHGs Aggressively Reduced	Reduces VKT
	Improves system operations and efficiency
	Greater use of low emission fleet technology
	Greater use of low carbon content fuel
Non SOV Mode Share	Protect existing transit ridership
	Promotes shifts to transit, cycling and walking
	Encourages future shifts to transit, cycling and walking
	Influences smart transportation choices
Complete Communities	Encourages complete and transit-oriented communities
	Expands access to regional transit and cycling networks
	Promotes regional mobility
System Optimization	Encourages modal integration
	Improves the resilience of the transportation system
	Improves system safety
	Promotes universal accessibility
Economic Growth & Goods Movement	Supports efficient access to regional centres and economic gateways
	Reduces congestion
	Improves travel time reliability
Financially Sustainable	Maximizes leveraging opportunities
	Make efficient use of existing infrastructure
	Prioritizes cost-effectiveness
	Prioritizes long-term growth in cost-effectiveness
2011 Supplement Priorities (50 per cent)	
Significant Lost Opportunity if Not Activated in 2010	Leaves money on the table
	Dependence with other programs
	Significantly more expensive to do later
	Results in loss of passengers from the system
Leverages Significant Other Funding	Extent of capital contribution
	Impact on operating Costs
	Impact on fare revenue
Makes Best Use of Existing Fleet & Infrastructure	Improves efficiency of existing assets
	Improves effectiveness in utilizing assets
Intensity of Previous Commitment	Nature of TransLink's commitment
	Importance of commitment to stakeholders

The Transport 2040 goals were translated into criteria for evaluation of the performance of projects. The criteria related to each of the Transport 2040 goals reflect the means of getting to a desired end-state whereas the objectives and their related metrics reflect the desired end-state. For example, Transport 2040 goal 3 is “the majority of jobs and housing in the region are located along the Frequent Transit Network” and the criteria is expressed as “complete communities” and goal four is that “travelling in the region is safe, secure, and accessible for everyone” and the criteria is expressed as “system optimization”.

Initiatives were independently evaluated based on both quantitative and qualitative information. A composite score was derived for each project based on equal (50/50) weighting from the scores calculated for the Supplemental Plan and Transport 2040 criteria. For the supplemental priorities, the criteria "significant lost opportunity if not activated in 2010" received greater weighting than the other three. The minimum threshold for consideration in a Supplemental Plan at this time is a Transport 2040 and composite score of medium (five) or above. Based on the results of the evaluation process, fifteen projects were identified as meeting the thresholds for inclusion in the 2011 Supplemental Plan.

2.3 Transportation Programs, Investments & Services

Significant improvements are made in Metro Vancouver's transportation network under this plan, representing new investment of $2.4 billion between 2011 and 2020. Detailed financial information on these projects can be found in section 3.0, Financial Strategy as well as the Appendices.

The 2011 Supplemental Plan includes fifteen projects presented in the following categories:

- Transit
  - Evergreen Line Program
  - Station Upgrade Projects
  - Bus Services
- Roads
- Cycling

Figure 1: Map of Investments under the 2011 Supplemental Plan

The investments made under this plan will significantly improve Greater Vancouver's transportation network.

TRANSIT

TransLink's transit system provides an integrated network of rapid transit and bus services. The 2011 Supplemental Plan includes a number of transit mobility improvements for the region. Table 3 summarizes the service hours by service type to be provided by the 2011 Supplemental Plan and for the 2020 Outlook. The Supplemental Plan will introduce an additional 425,000 annual bus service hours by 2013 and a further 138,000 more rapid transit service hours by 2015, representing increases over the 2011 Base Plan of 6 per cent and 8 per cent respectively. Table 3 shows the schedule of service increases, which start in 2012. As a reference point, the 2011 Base Plan held constant service levels at 2011 levels.

Table 3: Total Service Hours by Service Type

	Actual	Budget	Forecasts					Outlook
Service Hours in Thousands	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2020**
Conventional Bus & Community Shuttle	4,925	4,931	4,927	5,118	5,351	5,351	5,351	5,351
SkyTrain Expo and Millenium Lines	973	1,129	1,129	1,129	1,129	1,129	1,129	1,129
Canada Line	63	174	180	189	189	189	189	189
Evergreen Line	0	0	0	0	0	0	138	138
Rapid Transit Total	1,036	1,303	1,309	1,318	1,318	1,318	1,456	1,456
SeaBus	11	11	11	11	11	11	11	11
West Coast Express	39	42	47	47	47	47	47	47
Total Conventional Transit	**6,011**	**6,287**	**6,294**	**6,494**	**6,727**	**6,727**	**6,865**	**6,865**
Custom Transit (HandyDart)	593	598	613	613	613	613	613	613
Total Service Hours	**6,604**	**6,885**	**6,907**	**7,107**	**7,340**	**7,340**	**7,478**	**7,478**

Evergreen Line Program

Planning for rapid transit connecting Coquitlam to Vancouver via Port Moody and Burnaby began in 2003. In early 2008, the Evergreen Line Business Case confirmed the route and use of rail rapid transit SkyTrain technology. In 2008, the Province of British Columbia established the Evergreen Line project office and preliminary designs are nearing completion. The Province intends to move into procurement of a design-build contractor through summer 2011 and commence detailed design in the third quarter of 2011. Completion of the line is scheduled for December, 2014.

The Evergreen Line will provide a fast, frequent and convenient SkyTrain service, connecting Coquitlam City Centre to Lougheed Town Centre in approximately 13 minutes. When complete, the 11 km line will connect to the current SkyTrain network at Lougheed Town Centre Station and will integrate with regional bus and West Coast Express networks.

Integration of the rapid transit line will require upgrades across the transportation network. The region's most important transfer hub, Commercial-Broadway Station, will undergo significant expansion to accommodate projected Evergreen Line-related ridership increases as well as local area population and employment growth. The Commercial-Broadway Station expansion will double the capacity of the Expo Line platform and improve the connection between the Millennium Line and Expo Line platforms. Additional upgrades to support the implementation of the Evergreen Line include wayfinding improvements, new bus facilities, and enhanced public amenities that integrate the transportation system with the local community.

The 2011 Supplemental Plan provides funding to partner with the Province in delivery of the Evergreen Line Program, including the ability to fund a $400 million TransLink contribution to the Province's project to build the rapid transit infrastructure as well funding for operations and integration of the line into the regional transportation network.

Evergreen Line Rapid Transit Project
The Evergreen Line rapid transit line will include:
- Construction of 11 kilometres of new SkyTrain guideway and supporting systems from Burnaby to Coquitlam via Port Moody,
- Five new rapid transit stations and modification of the existing Lougheed Station,
- Twenty-eight additional SkyTrain vehicles,
- Rail vehicle storage facility, and
- Bus integration facilities.

Commercial-Broadway Station Phase II Upgrades
The Commercial-Broadway Station upgrade project was originally conceived as part of the Commercial-Broadway Transit Village Plan, which was completed in 2006. The station improvements are a component of the successful implementation of the Evergreen Line and will support future increases in the capacity on the rapid transit network (as outlined in the Provincial Transit Plan). The supplemental funding for the Evergreen Line program will address this station upgrade project, which will include:
- Construction of a new east outboard platform for the Expo Line and associated vertical circulation to accommodate the projected increase in transfer volumes,
- Upgrading the bus waiting areas serving the station complex to include weather protection and passenger amenities, and
- Replacement of the lanes adjacent to the north station house with a pedestrian plaza.

Evergreen Line Multimodal Integration
The Evergreen Line multimodal integration project will include:
- Broadway-Commercial station upgrades (as described below, under "Station Upgrades"),
- Development of station area plans for Evergreen Line stations in collaboration with municipalities,
- Pedestrian, bicycle facilities, transit priority and other urban design improvements within 800 meters of the station to enhance access to the rapid transit line and support urban development are to be identified and cost-shared with municipalities, and
- Enhanced information, such as walking maps and trip planning related to each station precinct.
- Wayfinding improvements across the rapid transit system to inform customers of the new operating pattern and enhance navigation.

Station Upgrades
The 2011 Supplemental Plan provides funding to support the upgrading of key stations in the region for capacity and accessibility. TransLink will work with municipalities to coordinate efforts by agencies and the private sector to leverage the significant station upgrade investments in this plan in a manner that supports regional and municipal objectives. Station area improvements enhance access to the rapid transit line and support urban development in the area. TransLink will cost share with municipalities on

projects that promote integration of pedestrian and bicycle facilities, transit priority and urban design improvements within 800 meters of the station, subject to the development or update of supporting station area plans.

Commercial-Broadway Station Phase II Upgrades
See page 18 of the "Evergreen Line Program" description for more details on this project.

Main Street Station Upgrades
The need to upgrade Main Street Station was identified as part of the Expo Line Station Review in 2007. The improvement of this station delivers on the commitment to upgrade the station to meet TransLink's accessibility standards, improve the transfer experience for passengers arriving by bus, increase the capacity of the Expo Line (as outlined in the Provincial Transit Plan) and ready the system for the implementation of fare gates.

The 2011 Supplemental Plan will provide funding for access, capacity and passenger environment upgrades at Main Street Station. Pre-construction will begin in 2011 for these upgrades, including:

- expanded east station entrance for fare gates and ticketing,
- escalator and elevator access to the platform at the east entrance,
- direct escalator access from the west entrance to the platform,
- replacement of existing platform-level fence with glazing to improve passenger environment and improve security, and
- improvements within 800m of the station to enhance station access, subject to municipal cost share and development/update of an area plan.

Metrotown Station Upgrades
The Metrotown Transit Village Plan was adopted in 2007. The improvement of this station delivers on TransLink's commitment to the City of Burnaby to improve the station environment including:

- improved accessibility,
- improved circulation and capacity to accommodate current and projected passenger volumes,
- enhanced overall passenger experience and transfer to buses, and
- ready the system for the implementation of fare gates.

Under the 2011 Supplemental Plan, construction of upgrades to Metrotown Station will begin in 2012 and will include:

- a new station house to serve transfer movements to a new bus exchange,
- reconfigured and expanded bus exchange immediately below the station,
- down escalators at existing and new station houses,
- expanded elevator capacity,
- elimination of the grade change between passerelle and east station house mezzanine,
- implementation of fare gates,
- replacement of metal mesh at platform level with glazing,
- construction of a pedestrian plaza around the east station house,
- realignment of BC parkway as it passes through station area, and
- improvements within 800m of the station to enhance station access, subject to municipal cost share and development/update of an area plan.

Surrey Central Station Upgrades
Surrey Central Station upgrades were first conceived in the Surrey Central Transit Village Plan, which was adopted in 2007. The station improvements support implementation of the South of Fraser Area Transit Plan, the Surrey Central Transit Village Plan, and increased capacity of the Expo Line (as outlined in the Provincial Transit Plan) by upgrading the current off-street bus exchange, and an additional north entrance to the Surrey Central SkyTrain station.

The 2011 Supplemental Plan will allow funding for access, capacity and passenger environment upgrades at Surrey Central Station starting in 2012, including:

- enabling the expansion and reconfiguration of Surrey Central Exchange (conversion to on-street transit couplet road with a new passenger exchange plaza),
- providing a new entrance to the Surrey Central SkyTrain Station, and
- facilitating expanded bus access at Surrey Central SkyTrain Station and the introduction of B-Line service at this location.

New Westminster Station Upgrades
New Westminster station improvements were first conceived in 2007 in coordination with the Plaza 88 development in the area. The station improvement project also supports increased capacity of the Expo Line (as outlined in the Provincial Transit Plan). The project leverages a timing opportunity in alignment with new development. These upgrades will:

- improve the integration of the station with the surrounding development, including station finishes consistent with the adjacent development,
- replace station elements, such as escalators that are near the end of their working lives, and
- update wayfinding to address changes to station access.

Under the 2011 Supplemental Plan, funding will be available for upgrades to New Westminster Station starting in 2012. The scope of the project will include:

- replacement of four escalators,
- replacement and modification of north side elevator to accessibility standards,
- replacement of hand rails,
- installation of new wayfinding system,
- replacement of metal mesh at platform level with glazing,
- replacement of floors and other architectural finishes at mezzanine level,
- thorough cleaning and re-painting of station.

Lonsdale Quay Upgrades
Between 2007 and 2009, in consultation with the City of North Vancouver, the Lonsdale Quay upgrade project was designed to improve bus exchange safety for passengers and operators, upgrade the passenger experience, and improve transit vehicle circulation and layover. The Lonsdale Quay improvement project fulfills TransLink's commitment to the City of North Vancouver to improve safety conditions and the station environment.

The 2011 Supplemental Plan will allow funding for upgrades to Lonsdale Quay starting in 2013. The project will include:

- replacement of the existing canopy above the SeaBus terminal and bus exchange with a transparent canopy and vertical circulation,
- improved illumination and integration of lighting with the ceiling system,

- expanded seating options and relocation of site furnishings,
- relocated security kiosks to better integrate into the facility,
- coordination of facility upgrades with the potential redevelopment of adjacent properties.

Station Area Infrastructure and Plans
TransLink will pursue a program of infrastructure improvement and planning, in partnership with municipalities, that incorporates the area adjacent to transit stations. The purpose of this program is to create high amenity areas with supporting land use that promotes walkability and transit usage.

Two types of funding will be provided on a cost share basis with municipalities:
1. Funding under $500,000 will be provided for minor improvements to station access and amenity in the immediate station area.
2. Funding over $500,000 will be provided for the planning and implementation of more comprehensive land use and station area plans.

TransLink will work with municipalities to define the area programs and identify infrastructure priorities and station area plans as warranted by adjacent development, planned station retrofits and municipal/community support.

Bus Services

By 2013, the 2011 Supplemental Plan makes available 425,000 additional annual service hours to support improvement of bus services in the region. These service hours will address implementation of the previously planned services South of the Fraser, such as the King George Boulevard B-Line Service, Highway 1 Bus Rapid Transit, and White Rock to Langley Local Bus Service. The service hours will also be allocated to meet minimum guidelines, to accommodate population growth, and on Provincial U-Pass BC program routes.

King George Boulevard B-Line Service
The King George Boulevard B-Line service was identified as a key investment of the 2007 South of Fraser Area Transit Plan and was scheduled for implementation in December 2009. The service is identified in the 2008 Provincial Transit Plan as a pre-cursor to potential rapid transit to build ridership in the corridor, similar to the 98 B-Line in the Richmond-Vancouver corridor prior to the Canada Line. Due to funding constraints of the 2010 Funding Stabilization Plan, implementation of this service did not proceed.

Under the 2011 Supplemental Plan, TransLink will invest 65,000 annual service hours for the introduction of a new limited stop B-Line service along 104th Avenue and King George Boulevard between Guildford and White Rock Centre via Surrey Central Station, starting in 2012. This B-Line will feature service every 7 to 8 minutes between Guildford Exchange and Newton Exchange and every 15 minutes between Newton Exchange and White Rock Centre. This project includes bus services, implementation of transit priority measures, wayfinding, and customer information.

Highway 1 Bus Rapid Transit Project
The Highway 1 Bus Rapid Transit Project is identified in the 2007 South of Fraser Area Transit Plan and as part of RapidBus BC in the Provincial Transit Plan as a key transit corridor connecting Surrey and Langley to Lougheed Station.

The 2011 Supplemental Plan includes 71,000 annual service hours for Bus Rapid Transit (BRT) service commencing in 2013 (in coordination with the Port Mann Bridge project) on the Highway 1 corridor connecting the South of Fraser region with the Evergreen Line in the Northeast Sector. This service will establish a high quality BRT intercity commuter service with highway coaches and peak period frequencies of 10 minutes following dedicated lanes with bus queue jumpers. The project leverages Provincial Transit Plan funding of the infrastructure supporting this service initiative, including high occupancy vehicle lanes on Highway 1, a park and ride facility at 202nd Street, and the new transit exchange at Walnut Grove.

White Rock to Langley Bus Service

The White Rock to Langley local bus service was identified as a key investment of the 2007 South of Fraser Area Transit Plan and was scheduled for implementation in December 2009. Due to funding constraints of the 2010 Funding Stabilization Plan, implementation of this service did not proceed.

The 2011 Supplemental Plan allows funding for 24,000 annual service hours to support the introduction of local stop service every 30 minutes on 24th Avenue and 200th Street between White Rock Centre and Langley/Willowbrook via Campbell Heights, starting in 2012. This new service optimizes the use of the existing fleet and creates a much-needed connection between two regional nodes.

Other Service Improvements

The 2011 Supplemental Plan includes service hour envelopes associated with meeting minimum guidelines, U-Pass routes and addressing population and employment growth, as described below. Some of the service improvements that will be addressed by this investment in service hours include:

- North Shore - SeaBus to 15 minute frequency all day every day; Marine Drive to Downtown; and Lonsdale Avenue;
- South of Fraser - Fraser Highway and 104th Avenue as well as King George Boulevard B-Line and Highway 1 BRT and Langley to White Rock local service (as described above);
- Richmond - Improved service on key corridors, such as Cambie Road, and Queensborough and possibly others;
- Vancouver – Improved service on key corridors, such as 4th, 41st and 49th Avenues and possibly others; and
- Burnaby and Coquitlam – Improved service on key corridors, such as Willingdon and Pinetree Way and possibly others.

Bus Service Hours to Meet Minimum Guidelines

TransLink's 2004 Transit Service Design Guidelines identify customer service objectives, such as comfort and reliability. TransLink monitors transit routes and corridors for their performance and makes changes to address Transit Service Design Guideline commitments to service quality.

Where service optimization efforts cannot reallocate sufficient resources to achieve minimum Transit Service Guideline levels on high demand services, the Supplemental Plan provides 37,000 additional annual bus service hours in the near term from 2012 to 2013 to reduce overcrowding and address service reliability issues on existing high-demand corridors.

Bus Service Hours to Accommodate Population Growth

The 2011 Supplemental Plan allows 73,500 additional annual service hours beginning in 2013 to accommodate population growth related increases in demand for bus services, beyond what is achieved in Service Optimization in the 2011 Base Plan and Bus Service Standards initiatives.

Bus Service Hours and Infrastructure on U-Pass Routes
Beginning January 2011, the new U-Pass BC Program is being offered to all public post-secondary institutions (PSIs) in BC. In Metro Vancouver the U-Pass BC program is a partnership between TransLink and the Province, providing eligible students at participating PSIs with a pre-paid, mandatory transit pass at a reduced rate. Under the U-Pass BC program, all eleven PSIs in the Lower Mainland have the option to participate.

The 2011 Supplemental Plan provides 27,000 additional annual service hours starting in 2012 and growing to 80,000 additional annual service hours in 2013 to address U-Pass BC-related demand for bus services. To support these service levels, this project also includes the addition of 11 conventional buses to the fleet per year in the 2012 and 2013. This project will allow the expansion of the U-Pass BC Program to be better supported through increased service levels, such that existing passengers are not displaced by new U-Pass BC holders and revenue ridership continues to grow along U-Pass BC routes.

ROADS

TransLink delivers a regional transportation system which includes planning, funding, and coordination for more than 2,300 lane-kilometres of regionally-significant roadways, referred to as the Major Road network (MRN). The 2011 Supplemental Plan leverages funding partnerships to improve the efficiency of roads in our system.

North Fraser Perimeter Road Phase I (United Boulevard Extension)
The North Fraser Perimeter Road Phase I (United Boulevard Extension) has been a regional priority since before 2003 and was included in the 2005 Strategic Transportation Plan as a key Major Capital Project. TransLink received a $65 million commitment for Federal Funding for this project in 2008. The key benefits of the project include:

- improved connectivity, efficiency, reliability and safety of the regional trucking network, including upgrading Brunette Avenue to a continuous four-lane cross section from Columbia Street to United Boulevard;
- relocation of trucks and regional vehicular traffic from residential areas in New Westminster to industrial areas; and
- promotion of cycling by connecting two previously disconnected bikeways with new bikeway segments.

The North Fraser Perimeter Road Phase I (United Boulevard Extension) will connect Brunette Avenue with United Boulevard and relieve congestion at the single-lane bridge across the Brunette River and the at-grade rail crossing at Braid and Brunette. This roads investment includes a new bi-directional bridge across the Brunette River and a bridge over the SkyTrain and rail tracks that parallel Brunette Avenue. The project will improve access to the Port Metro Vancouver lands by constructing an intersection and bridge into the property. The United Boulevard Extension cross section will include pedestrian and cycling facilities connections to off-street pathways in the area. Project construction will begin in 2011 and be completed in 2014.

The 2011 Supplemental Plan includes TransLink's partnership contribution of $60 million to the project. To date, TransLink and federal commitments total $125 million of the $153 million estimated cost of the North Fraser Perimeter Road Phase I project. Negotiations are underway to include additional agencies as project funders.

Further safety and reliability improvements along the Front Street corridor could be completed as part of the Pattullo Bridge replacement program, which is included in TransLink's 2011 Base Plan.

Retain Funding of the Major Road Network Minor Capital Program
As a result of funding constraints, the 2010 Funding Stabilization Plan included a scheduled reduction of the MRN Minor Capital annual funding from $20 million to $10 million beginning in 2011. This reduction would not occur under the 2011 Supplemental Plan.

Under the 2011 Supplemental Plan, funding of the MRN Minor Capital Program will remain at $20 million per year. This program improves the multi-modal capacity, safety and connectivity of the MRN through cost sharing partnerships with Metro Vancouver municipalities. Projects that are eligible for the MRN Minor Capital Program funds address:

- road capacity to encourage economic growth and efficient goods movement, and congestion reduction to reduce emissions,
- intersection improvements to improve the safety of vehicles, bicycles and pedestrians,
- the introduction of bicycle lanes to the roadway to encourage cycling,
- new pedestrian facilities to encourage more trips by walking,
- improvement of transit facilities on the MRN to encourage transit use, and
- rehabilitation of structures (such as, bridges and retaining walls) to restore state of good repair.

CYCLING

The Bike Capital Program supports TransLink's mandate to plan and deliver a multi-modal transportation system and make investments towards increased bicycle mode share.

Retain Funding for the Bike Capital Program
The 2010 Funding Stabilization Plan included a reduction of the Bike Capital annual funding from $6 million to $3 million scheduled to begin in 2011. This reduction will not occur under the Supplemental Plan.

Under the 2011 Supplemental Plan, funding of the Bike Capital Program will remain at $6 million per year. The Bike Capital Program funds TransLink initiatives that improve integration of transit and cycling (such as the Central Valley Greenway and Canada Line Bridge) as well as the Bicycle Infrastructure Capital Cost Sharing (BICCS) program with municipalities. Bike Capital Program funds will be invested in:

- new bike route construction and upgrades,
- introduction of bicycle traffic signals,
- improved bicycle access to bridges,
- bicycle parking at transit stations, park-and-ride lots and transit nodes, and
- other infrastructure that improves integration of transit and bicycles.

2.4 OUTCOMES

The forecast performance of the investments made under the 2011 Supplemental Plan (as described in section 2.3) have been evaluated in relation to the Transport 2040 goals and compared with the performance of the investments made under the 2011 Base Plan.

The information evaluated was derived through quantitative methods as possible and supplemented by qualitative analysis. Although this is a three year plan, covering 2011 to 2013, the outcomes are presented to the year 2015 because the investments of this plan are not in service in 2013. Outcomes for the year 2020 are presented for the Outlook period. The commentary identifies the implications of the 2011 Supplemental Plan for the region for the period from 2016 to 2020 if resource levels and trends continue through 2020.

Together with the services provided under the current Base Plan, the investments made under the 2011 Supplemental Plan result in progress towards the Transport 2040 goals through the year 2015. The forecast progress is the cumulative result of investments made under this plan as well as continued returns on the major transit system investment made in past five years and the ongoing transit service optimization effort.

As this pace of investment is not continued past 2015, these gains will begin to erode during the Outlook period, making the long term goals of Transport 2040 more difficult to accomplish if a strong demand management strategy is not adopted in the intervening years.

2011 to 2015 Horizon

Goal 1: Greenhouse gas emissions (GHG) from transportation are aggressively reduced, in support of federal, provincial and regional targets

The 2011 Supplemental Plan demonstrates progress on GHG emission reductions, particularly over the short term. GHGs from transport are reduced through a combination of the amount of vehicle kilometres traveled, vehicle fuel efficiency, operational efficiency of vehicles, and carbon intensity of fuels, as illustrated below.

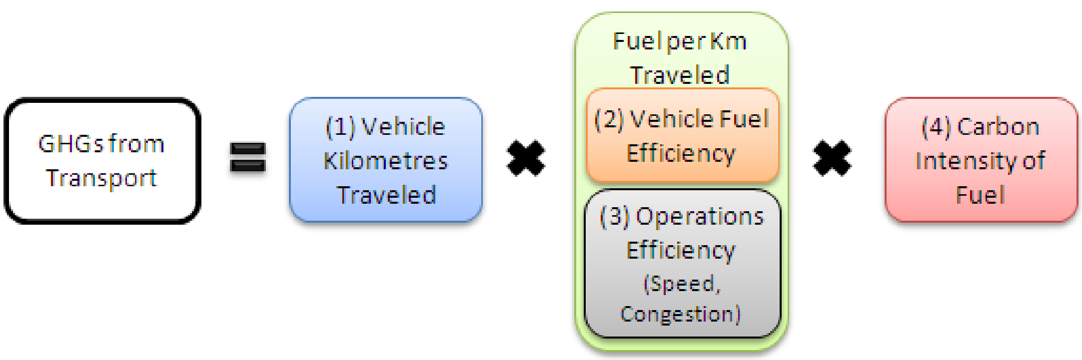

Figure 2: Contributing Factors to GHG Emissions from Transport

(1) Reduced Vehicle Kilometres Traveled (VKT1)

TransLink influences VKT in the region through initiatives that influence transportation mode shift and support for smart land use. As shown in Figure 3, passenger and total VKT are forecast to grow at a lower rate than population (8.6 per cent) a result of transportation mode shifts to transit. These shifts are accommodated through greater utilization of transit system expansion of the previous five years as well as the new transit investments to be made under the 2011 Supplemental Plan[2]. Commercial

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[1] For evaluation purposes, this includes all roadway vehicles, as well as TransLink's rail and SeaBus operations.

purpose VKT is assumed to continue to grow at nearly the rate of economic activity, which explains why total VKT grows faster than passenger VKT.

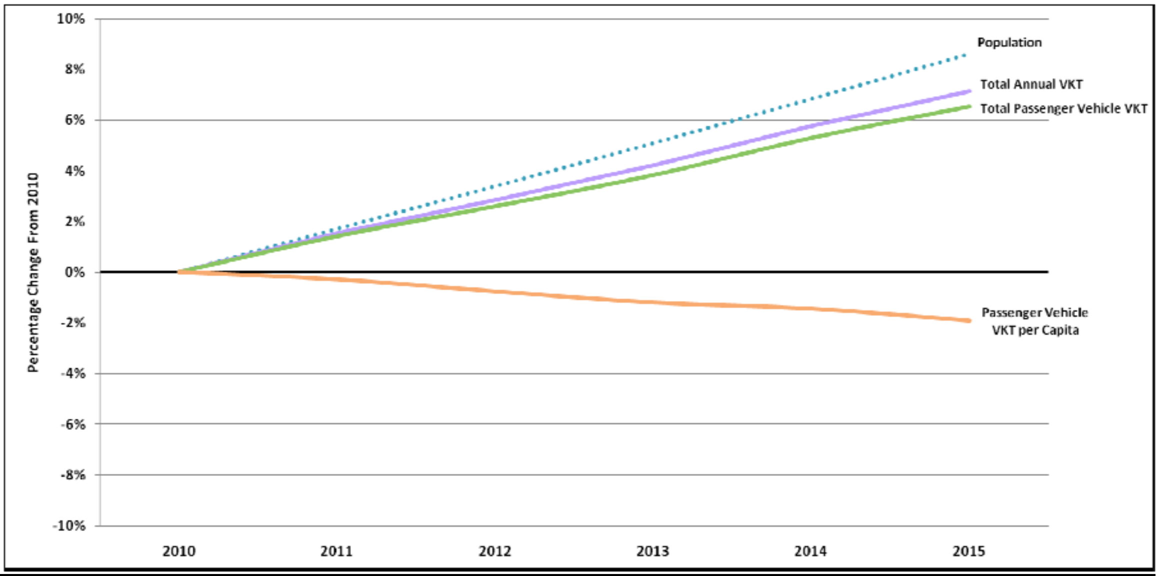

Figure 3: Changes in Population and VKT Relative to 2010 for 2011 Supplemental Plan

(2) Greater Use of Low-Emission Fleet Technology

Although TransLink has influence over the fuel efficiency of its own fleet, TransLink has limited influence over GHG emission rates of personal vehicles. The composition of TransLink's fleet will not change substantively under this Plan, with the exception of a roughly 1 percentage point increase over the Base Plan in the proportion of the fleet powered by electricity when the Evergreen Line goes into service. The remainder of the transit fleet composition and fuel-efficiency rates will remain relatively constant through 2015.

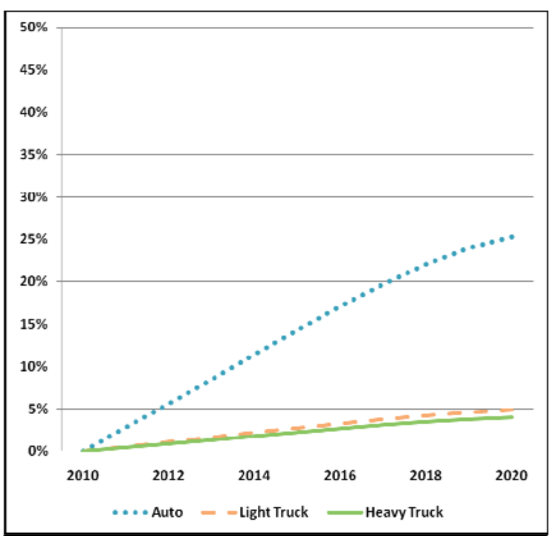

Figure 4: Assumed Rate of Technological Improvement Affecting GHG Emissions Efficiency

(3) Improved System Operations and Efficiency
Studies have found that improvements to roadway operations can reduce GHG emissions per kilometre traveled. Analysis indicates that both the North Fraser Perimeter Road Phase I (United Boulevard Extension) project as well as restored funding levels for the Major Road Network minor capital program are beneficial for the reduction of GHG emissions in the region. These roads projects are expected to:

- reduce excess fuel consumed in congestion;
- improve traffic flow and increase the average speed per passenger vehicle; and
- reduce incidents of delay per roadway non-transit trip to improve travel times.

The North Fraser Perimeter Road project corridor benefits were estimated through 2030 as part of the project development. While total VKT change is projected to be insignificant relative to business as usual, fuel consumption for trips in the corridor is forecast to decrease by 7 per cent due to operational efficiency improvements that result from this investment.

(4) Greater Use of Low Carbon Content Fuel
TransLink has influence over the carbon content of fuel consumed by its own fleet only. The BC Low Carbon Fuel Standard mandates that all fuels sold in the province achieve a 10 per cent reduction in lifecycle carbon intensity by 2020. Between 2011 and 2015, the carbon content of fuel used by the transit fleet will not change substantively beyond the increased proportion of the fleet running on electricity that results from the introduction of the Evergreen Line.

Cumulative Effect on GHG Emissions
When combined, the quantifiable changes in vehicle kilometres traveled, vehicle fuel efficiency, operational efficiency of vehicles, and carbon intensity of fuels results in a forecast decline of roughly 3.5 per cent between 2010 and 2015 of regional GHG emissions from roadway and passenger transportation in the region. This estimated decline is about half a percentage point greater than under the 2011 Base Plan. The forecast decline in GHG emissions is a notable departure from recent trends and arises primarily from forecast improvements in fuel efficiency of the region's vehicles. The investments made under the Supplemental Plan trigger a mode shift from passenger vehicles to transit, cycling and walking and that mode shift results in a greater reduction (as compared to the Base Plan).

This forecast does not capture the impact of unforeseen changes in factors such as land use, energy prices and policy on behaviour.

The changing fuel efficiency and travel behaviour dynamics combine to shift the proportional distribution of GHG emissions by sector as shown in Figure 5 below. The proportion of regional GHG emissions coming from TransLink's fleet is forecast to increase slightly to 2.5 per cent. GHG emissions from passenger vehicles are forecast to decrease whereas GHG emissions from trucks are forecast to increase for two reasons:

- passenger vehicle fuel efficiency improvements are forecast to occur more rapidly than for trucks;
- VKT per capita trends for passenger vehicles are forecast to decline, whereas the assumption for commercial VKT is that it will continue to grow at approximately the same rate as economic growth.

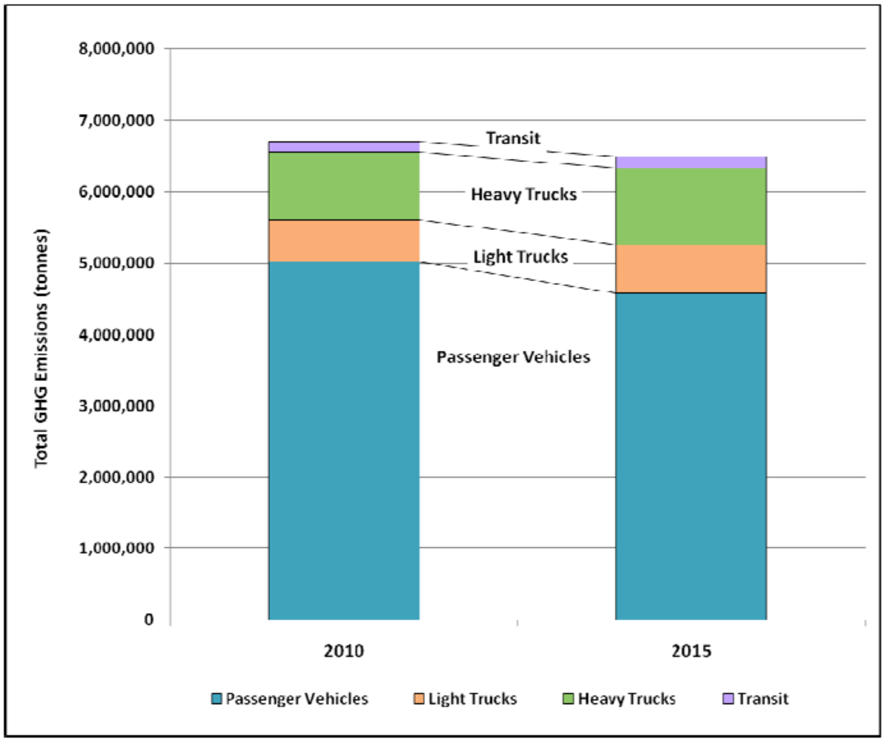

Figure 5: GHG Emissions Contribution Estimates (tonnes)

Goal 2: Most trips are by transit, walking and cycling

Investments made under the Supplemental Plan support alternatives to single occupant vehicle trips by:

1. Protecting existing transit ridership,
2. Promoting a shift to transit, cycling and walking,
3. Encouraging future shifts to transit, cycling and walking, and
4. Influencing smart transportation choices.

(1) Protecting Existing Transit Ridership

Under the Base Plan, transit ridership is expected to grow by almost 18 percent between 2010 and 2015. With the additional investments made under the 2011 Supplemental Plan transit ridership is expected to grow by an additional 8 per cent (an increase of 30 million annual trips) incremental to the Base Plan (an annual growth rate of nearly 5 per cent), ensuring that the majority of the needs of existing transit markets are largely meet through the first three to four years of this plan. By 2015, there will be 90 million more boardings per year than there are in 2010.

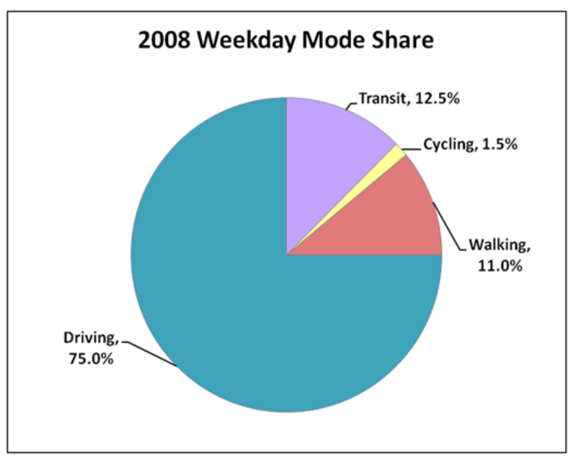

Figure 6: Regional Weekday Mode Share from the 2008 Trip Diary

(2) Promoting a Shift to Transit, Cycling and Walking

Investments funded under the 2011 Supplemental Plan will encourage shifts in transportation mode share in support of regional objectives. As a reference for these forecast impacts, Figure 6 shows the breakdown of regional weekday mode share as captured in the 2008 Trip Diary.

The following discussion summarizes the impacts of investments made under the 2011 Supplemental Plan on promoting a shift to transit, cycling and walking.

Transit

Ridership projections by transit mode are shown in Table 4. The 2011 Supplemental Plan is forecast to increase transit boardings by roughly 8 per cent by 2015 compared to the 2011 Base Plan.

Table 4: Ridership Forecasts 2011 Supplemental Plan (including 2011 Base Plan investments)

	Actual	Budget	Forecasts					Outlook
(millions)	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2020**
System Total: Revenue Passenger Trips	**189.1**	**201.7**	**214.1**	**233.9**	**241.3**	**247.0**	**256.2**	**279.7**
Individual Passenger Boardings By Mode*								
Conventional Bus and Community Shuttle	220.4	223.2	233.4	254.6	265.1	271.0	274.2	288.3
SkyTrain and Millenium Lines	73.1	76.6	79.2	82.2	83.5	85.4	87.4	97.9
Canada Line	11.4	28.3	35.2	43.4	44.0	45.3	46.2	51.0
Evergreen Line	-	-	-	-	-	-	9.1	17.8
Rapid Transit Total	84.5	104.9	114.4	125.6	127.5	130.7	142.7	166.7
SeaBus	5.8	5.6	5.7	5.9	5.9	6.0	6.1	6.4
West Coast Express	2.6	2.6	2.9	3.0	3.1	3.2	3.3	3.5
Total Conventional Transit Boardings	**313.3**	**336.3**	**356.4**	**389.1**	**401.6**	**410.9**	**426.3**	**464.9**
Custom Transit (HandyDart)	1.3	1.6	1.6	1.6	1.7	1.7	1.7	1.8
System Total: Passenger Boardings	**314.6**	**337.9**	**358.0**	**390.7**	**403.3**	**412.6**	**428.0**	**466.7**

**A single passenger revenue trip often includes more than one boarding and may also include combinations of transit modes.*

While weekday transit mode share has been rising since 1994, the overall per capita trip rate has not changed substantively over this period. Assuming that trip rates remain constant, ridership increases projected in the 2011 Supplemental Plan will translate into increases in transit mode share (Figure 8).

Cycling

The 2011 Supplemental Plan doubles the level of investment of the 2011 Base Plan for the development of the regional cycling network, beginning in 2012. This lays the foundation for continued investment in cycling infrastructure by leveraging the cost-sharing program with municipalities which increases the cumulative outcomes of the program.

Walking

Walking trips are difficult to quantify. Research on transit-oriented communities indicates a strong correlation between increased transit trips and walking activities. The 2011 Supplemental Plan supports increased walking trips through improvements in rapid transit stations areas, increased opportunities for transit and walking trip combinations as well as bicycle and pedestrian infrastructure improvements that result from the MRN Minor Capital Programs and to a lesser degree the North Fraser Perimeter Road project, which creates improved pedestrian and cycling connections.

(3) Encouraging Future Shifts to Transit, Cycling and Walking

The 2011 Supplemental Plan facilitates future shifts to non-SOV modes by helping to create the underlying conditions that support the growth of these modes in the middle to longer term. Investments in the Evergreen Line, the King George Boulevard B-Line, and the strategic Expo Line station upgrades and surrounding area improvements will support anticipated transit demand but can also attract development activity that further improves transportation performance. Investments in the cycling program and the MRN Minor Capital help complete the walking and regional cycling networks which are anticipated to deliver increasing benefits in the future.

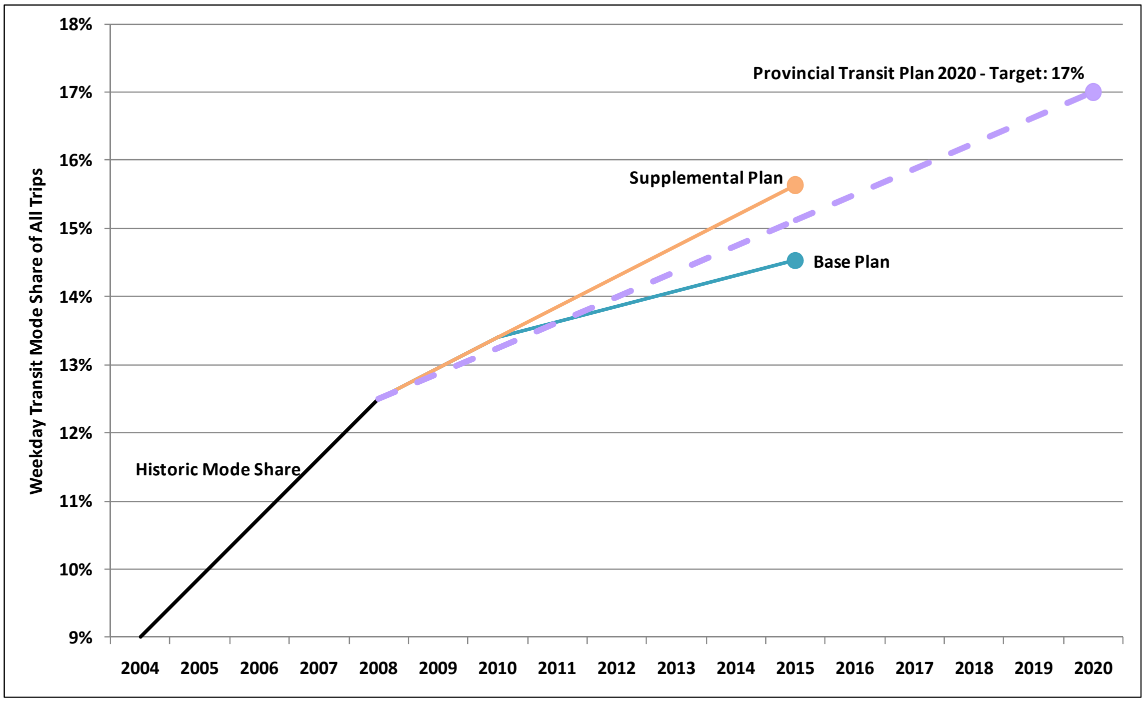

Figure 7: Transit Mode Share Trends and Forecasts

(4) Influencing Smart Transportation Choices

Under the 2011 Base Plan, smart transportation choices are influenced through the continued support of TravelSmart initiatives and the application of Transportation Demand Management (TDM) tools. The Supplemental Plan maintains this commitment; however significant expansion of demand management is connected to new funding models that will be explored as part of the MOU.

Goal 3: The majority of jobs and housing in the region are located along the Frequent Transit Network (FTN)

By influencing the location of jobs and housing, the Frequent Transit Network (FTN) both supports and is supported by the development of complete communities. The 2011 Supplemental Plan makes key investments that upgrade and expand frequent transit services and the cycling network and improve the pedestrian environment to:

1. Encourage complete and transit-oriented communities,
2. Expand access to regional transit and cycling networks, and
3. Promote regional mobility.

(1) Encourage Complete and Transit-Oriented Communities
The initiatives in the 2011 Supplemental Plan support complete communities by improving the quality and attractiveness of transit, cycling and walking in a number of centres and corridors throughout the region. The role of the FTN to shape and serve this effort continues to be a major focus for TransLink and municipal stakeholders.

The investments made under the 2011 Supplemental Plan increase the length of the FTN and improve the quality of service, supporting the densification and intensification of land use along these corridors. Key impacts of investments made under the 2011 Supplemental Plan on the FTN include:

- The Evergreen Line will replace the 97 B-Line. This is expected to result in a slight reduction in population within walking distance of the FTN in the short term and increase in density of development within walking distance of the FTN over the longer term.
- The Highway 1 Bus Rapid Transit initiative will increase the length of the FTN.
- SeaBus service frequencies will be increased in the evenings and on Sundays and support the continued development of the Lonsdale area as a transit-oriented community.
- Detailed planning for other bus service initiatives has not been completed and thus, specific impacts on the FTN are unknown at this time.

For the region as whole, the impacts of the investments made under the 2011 Supplemental Plan on the percentage of jobs and housing located along the FTN has been analyzed. While the total number of people along the FTN is increasing, the proportion of population and jobs in the region located along the FTN is decreasing due to higher rates of growth outside FTN corridors. Success towards this goal depends on both a strong FTN which is strengthened under this plan, as well as supportive land use patterns.

(2) Expand Access to Regional Transit and Cycling Networks
Complete communities require efficient regional mobility options that serve the needs of residents for access to employment and services. Combined with investments in cycling facilities and upgrades to rapid transit stations and areas, the investments in the Evergreen Line and Highway 1 Bus Rapid Transit project are expected to increase the number of nodes that connect regional transit and cycling routes. The North Fraser Perimeter Road Project will provide a key regional cycling connection.

(3) Promote Regional Mobility
The North Fraser Perimeter Road project is a strategic effort to improve the regional mobility for people and goods while minimizing the scope of increased personal VKT that accompanies roadway capacity investments. The funding to the MRN Minor Capital program will likely have a positive influence on regional mobility and vehicle traffic operations.

Goal 4: Traveling in the region is safe, secure and accessible for everyone

Investments made in the 2011 Supplemental Plan and 2011 Base Plan optimize the system by:

1. Encouraging modal integration;
2. Improving the resilience of the transportation system;
3. Improving system safety; and
4. Promoting universal accessibility.

Under the 2011 Supplemental Plan, the transportation system will be upgraded and expanded to accommodate more alternative modes of travel, convenient transit transfers and inter-modal transfers and improved accessibility for a number of busy rapid transit stations. The resilience of the transportation system is improved with increased supply of alternative modes of travel, more routes of travel, and better routes for goods movement. Road investments are expected to improve safety by reducing the number of collisions and fatalities. Improvements to cycling routes, stations and a 9 per cent increase in transit service hours over the Base Plan will enhance the universal accessibility of the system with improved access, wayfinding, and public information.

Goal 5: Economic growth and efficient goods movement are facilitated through management of the transportation network

Projects that further this goal are grounded by the following objectives:

1. Support efficient access to regional centres and economic gateways;
2. Reduce congestion; and
3. Improve travel time reliability.

While the 2011 Base Plan will deliver limited progress towards this goal, the 2011 Supplemental Plan includes investments in upgrades and transportation system expansion affecting transit services, roads, and cycling infrastructure. The North Fraser Perimeter Road Phase 1 (United Boulevard Extension) will improve goods movement in a key industrial centre for the region by improving reliability and travel times. Investment in the MRN Minor Capital Program also supports regional economic development, goods movement, and travel time reliability. The transit investments included in this plan increase the number of weekday transit trips by approximately 80,000 allowing the region to make more efficient use of its transportation network and facilitate improved mobility for employment and commercial activity.

Goal 6: Funding for TransLink is stable, sufficient, appropriate and influences transportation choices

TransLink is making investments that are sustainable within TransLink's existing funding structure over the long term. As such, the investments made in this plan strive to meet the following objectives:

1. Maximize leveraging opportunities;
2. Make efficient use of existing infrastructure;
3. Prioritize cost-effectiveness; and
4. Prioritize long-term growth in cost-effectiveness.

The investments made under the 2011 Supplemental Plan improve TransLink's utilization of its existing fleet by increasing the average number of service hours per vehicle and more extensively leveraging large fixed infrastructure investments such as SkyTrain Lines and Stations by increasing service capacity. This approach results in increased productivity of existing services and use of partner funds only in support of TransLink's strategic priorities.

Section 3.0 of this Plan described how the individual projects meet TransLink's financial objectives. Cumulatively, the transit investments in the 2011 Supplemental Plan are forecast to be productive and effective, reflected by fare box recovery rates 5 to 10 per cent higher than the system-wide average. Furthermore, these initiatives will target growing areas and corridors where effectiveness will continue to increase over time. The 2011 Supplemental Plan provides sufficient funding to pay for the capital and operating costs associated with key upgrade and expansion projects, ensuring that TransLink will remain financially sustainable over the horizon to 2020.It is acknowledged that this plan relies on an increase to property taxes which, which be a stable and well established funding source, does not influence transport choices.

2016 to 2020 Horizon

The outcomes of this plan have been analyzed for the period from 2016 to 2020.

With the transportation funding and investment provided under this plan, the regional transportation system performs better than the 2011 Base Plan and begins to approach the conditions required this decade to fulfill the Transport 2040 aspirations for a sustainable region.

The Outlook for 2016 to 2020 shows some erosion on the progress that TransLink and the region have made by 2015 towards the goals laid out in Transport 2040. This is in part due to decreasing transit service levels per capita (2.65 hours per capita in 2010 declining to 2.62 in 2020) which would occur if additional expansion beyond that contained in the 2011 Supplemental Plan is not made in the intervening years.

With the expansion of services included within the Supplemental Plan, transit's share of total trips is expected to rise during the early years of the Plan, hitting a plateau at nearly 16 per cent in 2015 which is below the Provincial Transit Plan's 2020 target of 17 per cent of weekday trips. Under the 2011 Supplemental Plan, total VKT per capita in the region will continue to decrease from 2016 onwards, moving the region toward its long range goals. By increasing investments in rapid transit lines and stations areas, as well as investing in cycling infrastructure and additional service resources to support growing corridors, TransLink will be able to better support land use changes, reduce distances traveled, and reduce demand for personal vehicle travel in support of Metro Vancouver's Regional Growth Strategy.

Financial Strategy

3. Financial Strategy

The financial strategy details the revenues and expenditures planned for 2011 through 2013. The financial strategy also identifies the outlook to the year 2020 for longer-term financial obligations and implications for the investments in services and infrastructure committed as of December 31, 2013. This is shown in the summary tables that follow and in the narrative on key revenues and expenditures.

3.1 Financial Context

Significant improvements are made in Metro Vancouver's transportation network under this plan, representing new investment of $2.4 billion between 2011 and 2020. Fifty-three per cent of the funding for the investments made in this plan comes from senior government through provincial and federal funding programs for investment in the Evergreen Line Program, station upgrades, North Fraser Perimeter Road, and other transit infrastructure including buses. Fourteen per cent of the funding will come from increase transit fare revenue that results from the ridership generated by these investments. TransLink must confirm how the remaining share will be paid for by the region. Because of efficiency gains the organization has achieved, TransLink is able to move forward on these projects while also allowing time for dialogue on an alternative funding source for this plan. If a new revenue source is not confirmed by 2012, property tax rates will be increased.

Review of Alternative Funding Sources

On September 23, 2010 the Mayors' Council and the Province signed an MOU outlining their mutual commitment to building livable cities and acknowledging that efficient, affordable, carbon smart transportation and infrastructures are an integral part of livable cities. Through this MOU the Mayors' Council and the Province will work together to develop a long term, sustainable funding strategy that will address the goals of livable cities, examining both existing and potential new funding sources. The MOU also supports discussions on immediate-term alternative funding that could be substituted for property tax in 2012 to support the investments included in this plan.

Given the need for TransLink to identify funding for key investments in the regional transportation system before the end of 2010, only existing revenue sources were evaluated for their potential to support the investments of the Supplemental Plan. TransLink reviewed alternative options for supplemental funding within funding sources currently set out in the SCBCTA Act.

Table 5: Alternative Options for Supplemental Funding

Funding Source	Status	Availability for 2011 Supplemental Plan
USER FEES		
Transit Fares	Increased in 2010; Base Plan includes increase in 2013	Further increases would likely erode ridership.
Transit Advertising	Projected to rise to $13M in 2013	Existing products currently maximized.
New Facility Tolls	GEB rate increases included in Base Plan	Currently permitted as cost recovery only.

Vehicle Registration Fee	Not currently implemented	May have longer term potential. To be evaluated as part of a sustainable funding strategy.
TAXATION		
Fuel Tax	Increased in 2010 to 15 cents/litre	Rate at legislative maximum; further increase requires legislation change
Parking Sales Tax	Increased in 2010 to 21%	Rate at legislative maximum; further increase requires legislation change
Hydro Levy	$1.90/month per account	At legislative maximum; grows only as new accounts added
Replacement Tax	$18M/year	At legislative maximum
Benefitting Area Tax	Not currently implemented	May have longer term potential. To be evaluated as part of a sustainable funding strategy.
Property Taxes	Last significant increase approved in 2004. Grows 3% annually	Available source for the 2011 Supplement.

The Province and the Mayors' Council have an opportunity to work together in 2011 to determine whether there is an alternative funding source to property tax for implementation in 2012. In the event that a way forward on an alternative source is not found, property taxes are the only feasible funding source that TransLink can access with sufficient certainty in time for approval in 2010. TransLink is unable to fund the Plan through cost reductions because significant efficiency and cost-cutting measures are already embedded within the 2011 Base Plan. A vehicle registration fee is in TransLink's legislation, but requires legislative/regulatory amendments and in the short-term would pose considerable implementation and enforcement hurdles. The Base Plan already relies upon increases to transit fares that went into effect in April 2010 and further fare increases are already contemplated in 2013, 2016 and 2019. All other existing taxation sources are at the maximum allowed under the SCBCTA Act.

Appropriateness of Property Tax as a Funding Source

Property tax is an important source of funding at both the local and regional levels. Property tax is one of the major funding sources for TransLink and since 2000 has been the third largest funding source behind transit fares and fuel tax. An increase in TransLink's share of property tax beyond 3 per cent was last approved in 2004. While the proportion of property tax relative to other sources grew in the 2005 to 2009 period as shown in Figure 8, the relative proportion of property tax in TransLink's revenue has recently declined as a result of the 2010 increases in fuel tax and transit fares that were included in the 2010 Funding Stabilization Plan.

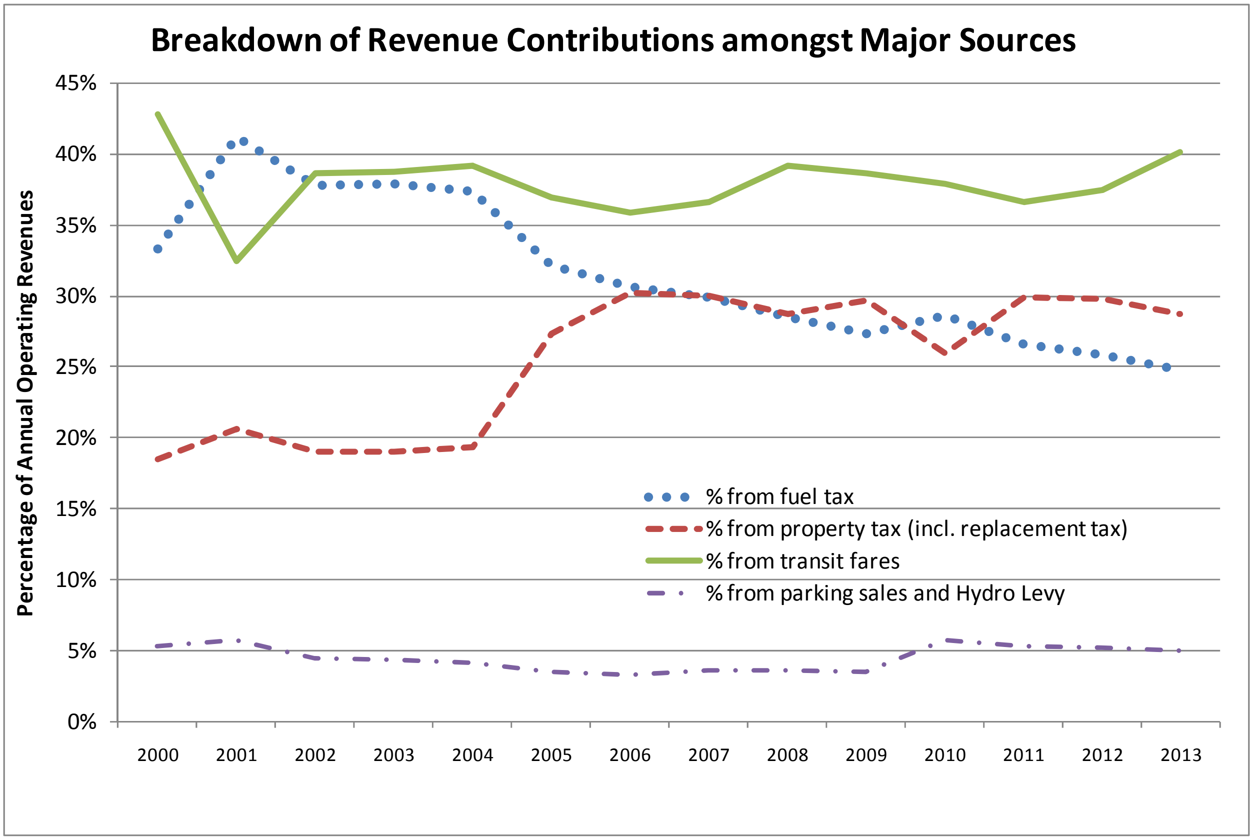

Figure 8: Changes to Major Revenue Sources- Historical and Projection for 2011 Base Plan

Under the 2011 Supplemental Plan, if an alternative funding source is not found, property tax rates will be increased beginning in 2012 to generate an additional $75.8 million. The property revenue split for TransLink is in the range of 54 per cent residential, 39 per cent business, and 7 per cent from other property types. For an average residential household this increase will represent an additional $61.65 per year. While municipalities in Metro Vancouver will continue to collect varying levels of property taxes, on average approximately 10 per cent of property taxes paid are directed to TransLink for funding the regional transportation system.

Summary of Funding Sources

The 2011 Supplemental Plan accesses a 10 per cent increase in taxation funding due to the 27 per cent increase in property taxes in 2012 (growing by three per cent annually) relative to the Base Plan. Otherwise, this Supplemental Plan uses funding sources at the rates currently in place per the 2011 Base Plan. Transit fare revenue increases due to the growth in transit services and ridership. Revenue descriptions are based upon the following rate assumptions in 2011 through 2013:

- Property tax revenues: increased by $75.8 million in 2012, and continue to grow by 3 per cent annually
- Transit fares: no change (12 per cent average increase to fare rates in 2013)
- Fuel tax: no change (15 cents/litre)
- Replacement tax revenues: no change (at the maximum of $18 million)
- Parking sales tax: no change (21 per cent)
- Bridge toll rates: no change (2 per cent increase per year)

- Others: no change (including advertising and real estate)

The summary Statement of Revenue and Operations included in this section show that total revenues and expenditures forecasts for 2011 to 2013 (Table 6). Appendices 1 to 3 provide the full set of financial statements that support the 2011 Supplemental Plan and Outlook.

In the 2011 Base Plan, total annual revenues are projected at $1.45 billion by 2013. Under this Supplemental Plan, total annual revenues will rise to $1.64 billion by 2013. In addition to increased taxation and transit fare revenues, this figure also includes increased senior government capital funding contributions.

Table 6: Statement of Revenue and Operations Summary (millions)

$ millions	Actual 2009	Budget 2010	Forecasts 2011	Forecasts 2012	Forecasts 2013	Forecasts 2014	Forecasts 2015	Outlook 2020
Transit Revenues	$ 366.7	$ 423.0	$ 437.3	$ 473.1	$ 542.5	$ 556.3	$ 577.4	$ 709.5
Toll Revenues	$ 11.3	$ 29.0	$ 34.4	$ 40.8	$ 48.2	$ 54.5	$ 60.1	$ 87.1
User Fees	$ 378.0	$ 452.0	$ 471.7	$ 513.9	$ 590.7	$ 610.8	$ 637.5	$ 796.6
Motor Fuel Tax	$ 259.8	$ 319.5	$ 324.3	$ 326.4	$ 333.2	$ 338.0	$ 346.7	$ 371.9
Property Tax	$ 264.1	$ 271.1	$ 279.2	$ 363.4	$ 374.3	$ 385.5	$ 397.1	$ 460.3
Parking Sales Tax	$ 15.6	$ 46.3	$ 47.2	$ 48.1	$ 49.1	$ 50.1	$ 51.1	$ 56.4
Other Taxes	$ 36.2	$ 36.4	$ 36.7	$ 37.0	$ 37.4	$ 37.7	$ 38.0	$ 39.6
Taxation Revenues	$ 575.7	$ 673.3	$ 687.4	$ 774.9	$ 794.0	$ 811.3	$ 832.9	$ 928.2
Senior Government Contributions	$ 178.5	$ 170.1	$ 105.9	$ 220.2	$ 218.7	$ 126.8	$ 84.3	$ 38.9
Interest Income	$ 22.2	$ 22.6	$ 24.1	$ 29.2	$ 35.4	$ 42.4	$ 45.0	$ 68.2
Total Revenues	**$ 1,154.4**	**$ 1,318.0**	**$ 1,289.1**	**$ 1,538.2**	**$ 1,638.8**	**$ 1,591.3**	**$ 1,599.7**	**$ 1,831.9**
Transit Operations	$ 722.6	$ 820.2	$ 852.7	$ 884.3	$ 922.1	$ 943.1	$ 977.4	$ 1,059.8
Roads, Bridges and Bicycles	$ 160.3	$ 111.3	$ 138.3	$ 148.1	$ 131.6	$ 121.8	$ 79.0	$ 62.6
TransLink Corporate and Police	$ 75.4	$ 73.3	$ 76.0	$ 77.1	$ 79.1	$ 82.1	$ 94.0	$ 106.6
Operating Expenditures	**$ 958.3**	**$ 1,004.8**	**$ 1,067.0**	**$ 1,109.5**	**$ 1,132.8**	**$ 1,147.0**	**$ 1,150.4**	**$ 1,229.0**
Surplus Before Interest and Depreciation	**$ 196.1**	**$ 313.2**	**$ 222.1**	**$ 428.7**	**$ 506.0**	**$ 444.3**	**$ 449.3**	**$ 602.9**
Interest Expense	$ 112.9	$ 177.3	$ 175.0	$ 185.9	$ 205.7	$ 239.9	$ 262.9	$ 244.3
Depreciation Expense	$ 120.0	$ 214.8	$ 172.0	$ 183.5	$ 206.4	$ 233.6	$ 248.8	$ 246.5
Surplus/(Deficit) before Other Items	**$ (36.8)**	**$ (78.9)**	**$ (124.9)**	**$ 59.3**	**$ 93.9**	**$ (29.2)**	**$ (62.4)**	**$ 112.1**
Provision for Contingency Fund Adjustment	$ -	$ (10.0)	$ -	$ -	$ -	$ -	$ -	$ -
Proceeds From Sale of Assets & Other Items	$ (8.2)	$ -	$ 15.0	$ 35.0	$ 150.0	$ -	$ -	$ -
Surplus/(Deficit) before Funding Adjustments	**$ (45.0)**	**$ (88.9)**	**$ (109.9)**	**$ 94.3**	**$ 243.9**	**$ (29.2)**	**$ (62.4)**	**$ 112.1**
Funding Adjustments	$ (22.4)	$ 9.8	$ 33.9	$ (90.1)	$ (103.9)	$ (16.3)	$ (17.1)	$ (6.0)
Funded Surplus/(Deficit)	**$ (67.4)**	**$ (79.1)**	**$ (76.0)**	**$ 4.2**	**$ 140.0**	**$ (45.5)**	**$ (79.5)**	**$ 106.1**
Opening Cumulative Funded Surplus	$ 370.2	$ 312.1	$ 263.3	$ 187.3	$ 191.5	$ 331.5	$ 286.0	$ 318.2
Adjustment for actual 2009 year end deficit	$ 9.3							
Adjustment for 2010 forecast deficit (from 2009 actual of $312.1 million)		$ 30.3						
Cumulative Funded Surplus	**$ 312.1**	**$ 263.3**	**$ 187.3**	**$ 191.5**	**$ 331.5**	**$ 286.0**	**$ 206.5**	**$ 424.3**

Notes:

The Statement of Operations does not include the results of AirCare and TPCC

The 2009 cumulative surplus was forecast in August of 2009

The 2010 budgeted cumulative surplus was based on the 2009 year end cumulative surplus forecast in August of 2009

The 2011-2013 forecast reflects the current 2010 year end cumulative surplus forecast

The Senior Government Contributions are linked to project timing for forecasting purposes, hence the 2011 amount is lower than the funding allocations.

3.2 REVENUE PROJECTIONS

USER FEES

Transit Revenues

Transit revenues are made up of transit fares and system advertising revenues. Under the 2011 Base Plan, transit revenues are budgeted at $423 million in 2010 and grow to $518 million in 2013 due to increases in both ridership and fare prices. Under this Supplemental Plan, transit revenues grow to $543 million in 2013 due to ridership growth. In 2015, the additional ridership generated by the Evergreen Line will grow annual transit revenues to $577 million.

Table 7: Transit Fare Revenue Projections (millions)

Factor	Actual	Budget	Forecasts					Outlook	2010-2015 Average Annual Compound
	2009	2010	2011	2012	2013	2014	2015	2020	
Transit Fare Revenue	$ 356.4	$ 412.4	$ 425.7	$ 460.8	$ 529.6	$ 542.2	$ 562.7	$ 692.4	6.4%
Property Rentals, Advertising, Other	$ 10.3	$ 10.6	$ 11.6	$ 12.2	$ 12.9	$ 14.0	$ 14.7	$ 17.1	6.8%
Total: Transit Revenues	$ 366.7	$ 423.0	$ 437.3	$ 473.0	$ 542.5	$ 556.2	$ 577.4	$ 709.5	6.4%

Ridership Trends

The incremental increases in ridership under this Supplemental Plan begin in 2012 as a result of the introduction of additional bus service hours commencing in 2012 and the beginning of Evergreen Line revenue service in 2015. The combined effect of these service increases is that the substantial growth in ridership experienced during the past five years can be sustained through 2015.

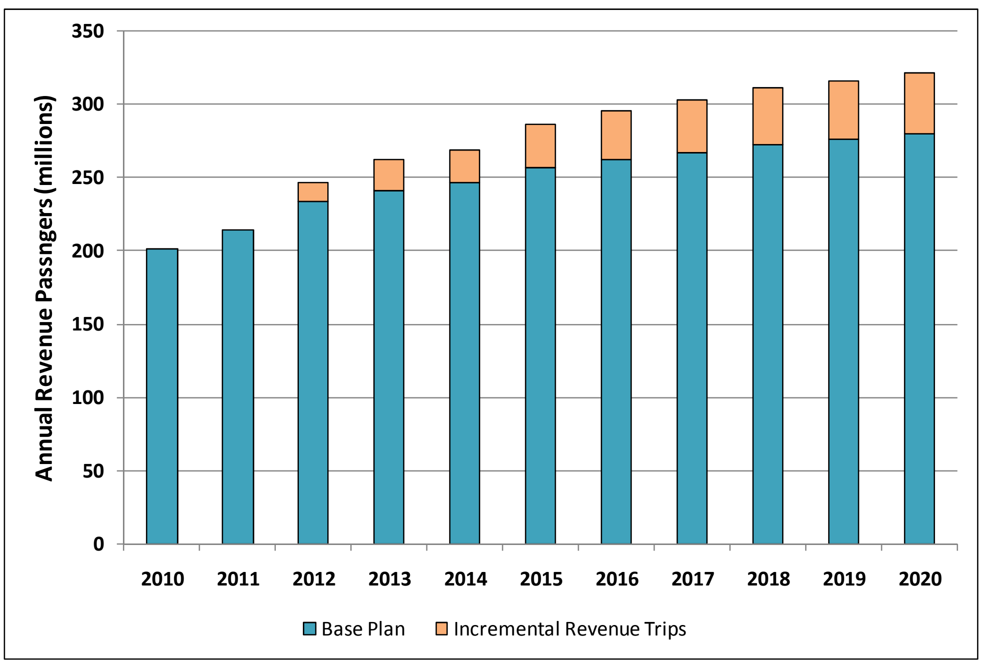

Figure 9: 2011 Supplemental Revenue Ridership Forecasts

Under the Base Plan, system-wide ridership is estimated to grow by 6 per cent annually in 2011 and 2012 and then plateau in the range of 1 to 2 per cent starting in 2013. This plateau results from static service levels and diminishing impacts from the service optimization conducted in 2011 and 2012. In contrast, under this Supplemental Plan, ridership is forecast to grow an additional 1 to 2 per cent per year beyond the Base Plan forecasts resulting in over 30 million additional forecast boardings in 2015. The upgrade and expansion package of bus services contained in this plan is sufficient to serve both existing demand and attract new demographics with projects such as the Evergreen Line, Highway 1 Bus Rapid Transit and King George Boulevard B-Line. The planned roll-out of these services results in forecasts for high growth rates 2011 and 2012, followed by lower but steady growth in the 2.5 to 4 per cent range for the 2013 to 2015 period.

Evergreen Line Related Ridership

The introduction of Evergreen Line as an integrated SkyTrain service with the current Millennium Line is forecast to dramatically increase ridership both along the corridor and within the Northeast Sector communities.

The ridership forecasts are based upon the 2009 Environmental Assessment which modelled a number of alternatives including an alternative almost identical in scope, stations and travel time to the preferred alternative that is under design. The forecasts assume that roughly half of the boardings will be diverted from existing bus transit trips such as the 97 B-Line. The successful implementation of the Evergreen Line will also require the reallocation of service hours freed up by the Evergreen Line's introduction to bus services feeding the line to accommodate increased demand levels. The ridership forecasts assume reallocated services are initially less productive than what they replace.

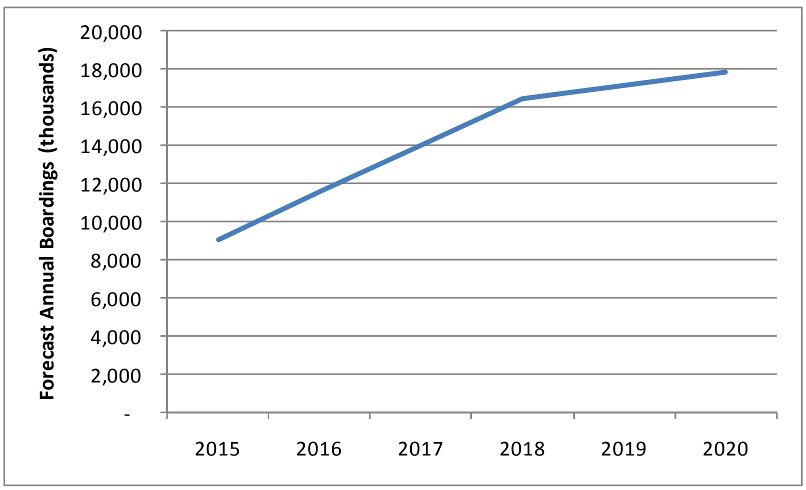

Figure 10: Evergreen Line Ridership Estimates

Additional Ridership form Bus Service Improvements

The initiatives contained in this Supplemental Plan focus on areas where demand is anticipated to be strong in the short to mid-term. This program builds upon the initiative to optimize bus services that is detailed in the Base Plan and calls for a strategic launch of additional projects to ensure that the broader goal of increasing the productivity of the system is not threatened. The cumulative effects of the program of bus service improvements are shown in Table 8.

Table 8: Summary of Incremental Bus Service Productivity Relative to 2011 Base Plan

	2011*	2012	2013
Incremental Conventional Bus Hours	0	216,000	425,000
Incremental Conventional Bus Ridership	0	12,303,000	21,414,000
Average Boardings per Hour	0	57.0	50.4

**Bus service hours do not go into service until January 2012*

Toll Revenues

Toll revenues are unchanged from the Base Plan.

Table 9: Golden Ears Bridge Toll Revenue Projections (millions)

Actual	Budget	Forecasts					Outlook	2010-2015
2009	2010	2011	2012	2013	2014	2015	2020	Average Annual Compound
$ 11.3	$ 29.0	$ 34.4	$ 40.8	$ 48.2	$ 54.5	$ 60.1	$ 87.1	15.7%

Taxation Sources

Motor Fuel Tax Revenues

Motor Fuel Tax revenue forecasts are unchanged from the Base Plan.

Table 10: Motor Fuel Tax Revenue Projections (millions)

Actual	Budget	Forecasts					Outlook	2010-2015
2009	2010	2011	2012	2013	2014	2015	2020	Average Annual Compound
$ 259.8	$ 319.5	$ 324.3	$ 326.4	$ 333.2	$ 338.0	$ 346.7	$ 371.9	1.6%

Due to the increased ridership and diversion of personal vehicle trips, especially in the Outlook period of this Plan, it is feasible that fuel tax revenues could decline slightly. Further work will be conducted for the 2012 Base Plan to identify the likelihood and extent of any decline.

Property Tax

Under the 2011 Supplemental Plan, property tax revenues increase by 26 per cent compared to the Base Plan starting in 2012 and will continue to grow by 3 per cent per year thereafter as permitted by the SCBCTA Act. The projected additional revenue from this Supplemental Plan from property tax will be $75.8 million in 2012.

Table 11: Property Tax Projections (millions)

Actual	Budget	Forecasts					Outlook	2010-2015 Average Annual Compound
2009	2010	2011	2012	2013	2014	2015	2020	
$ 264.1	$ 271.1	$ 279.2	$ 363.4	$ 374.3	$ 385.5	$ 397.1	$ 460.3	7.9%

Rates are set annually to generate targeted revenue. Property tax increases are assumed to be applied to all classes at the same relative proportions as under the Base Plan.

Parking Sales Tax Revenue

Parking sales tax revenue forecasts are unchanged from the Base Plan.

Table 12: Parking Sales Tax Revenue Forecasts (millions)

Actual	Budget	Forecasts					Outlook	2010-2015 Average Annual Compound
2009	2010	2011	2012	2013	2014	2015	2020	
$ 15.6	$ 46.3	$ 47.2	$ 48.1	$ 49.1	$ 50.1	$ 51.1	$ 56.4	2.0%

Other Taxes - Replacement Tax, Hydro Levy

Under the 2011 Base Plan, the Replacement Tax forecast remains at its legislated maximum of $18 million per year for the Base Plan and Outlook period. The Hydro Levy is presently at a rate of $1.90 per month with no increases other than general population growth, assumed at roughly 1.6 per cent per annum. These figures are unchanged under the Supplemental Plan.

Senior Government Contributions (Capital and Operating Contributions)

The Federal and Provincial Governments contribute to TransLink's capital projects through sources such as the Provincial Transit Plan, Building Canada Fund and the Strategic Priorities (Federal Gas Tax) Fund. The Federal Gas Tax Fund focuses on transit investments that reduce GHG emissions and other contaminants to the air and water. Senior Government funding is applied to projects meeting the funding program's criteria up to the allowable limit. These funds are restricted in nature and most cannot be used for TransLink's day-to-day business operations. The Capital Summary, Table 24, provided later in this section provides more details on the specific contribution levels from the Federal and Provincial Governments.

Table 13: Senior Government Contribution Forecasts for Capital and Operations (millions)

Factor	Actual	Budget	Forecasts					Outlook	2010-2015 Average Annual Compound
	2009	2010	2011	2012	2013	2014	2015	2020	
Capital	$ 171.0	$ 151.2	$ 87.6	$ 201.9	$ 200.4	$ 108.5	$ 66.0	$ 19.8	-15.3%
Operations	$ 7.5	$ 18.9	$ 18.3	$ 18.3	$ 18.3	$ 18.3	$ 18.3	$ 19.1	-0.6%
Total Contributions	$ 178.5	$ 170.1	$ 105.9	$ 220.2	$ 218.7	$ 126.8	$ 84.3	$ 38.9	-13.1%

The increases in contributions in this Supplemental Plan compared to the Base Plan are due Federal funding support for the North Fraser Perimeter Road and Federal Gas Tax Fund allocations for the required fleet purchases to implement the identified service initiatives. Provincial Transit Plan funding supports both the Highway 1 Bus Rapid Transit and the majority of the rapid transit station upgrades. Building Canada Fund resources are also required for the rapid transit station upgrades. As the Evergreen Line capital project is a provincial capital project and TransLink is a funding partner, the federal and provincial funding contributions are not captured in TransLink's financial strategy.

Interest Income

Interest income is interest earned on sinking funds, capital contributions, debt reserve funds and cash balances. Interest earned is restricted and cannot be used to fund operations with the exception of interest from cash balances. Interest Income in this Supplemental is impacted due to changes in TransLink debt services and cash balances resulting in minor fluctuations from the levels forecast in the Base Plan. Under the Base Plan, in 2013 TransLink's interest income is $33.3 million compared to $35.4 million under the Supplemental Plan. For the 2020 Outlook, TransLink's interest income projection under the Base Plan is $58.7 million and under the Supplemental Plan is $68.2 million.

Table 14: Interest Income Projections (millions)

Actual	Budget	Forecasts					Outlook	2010-2015 Average Annual Compound
2009	2010	2011	2012	2013	2014	2015	2020	
$ 22.2	$ 22.6	$ 24.1	$ 29.2	$ 35.4	$ 42.4	$ 45.0	$ 68.2	14.8%

Growth reflects the accumulation of further contributions to the sinking fund. The funds accumulated in this sinking fund go towards funding maturing debt issues which happens in the later part of the Outlook period.

3.3 EXPENDITURES

Transit Operations Expenditures

Under the 2011 Base Plan, transit operating expenditures are budgeted at $820 million in 2010 and increase to $875 million by 2013. Under this Supplemental Plan transit operation increase to $922 million in 2013 and $977 million in 2015 due to bus service increases through 2013 and Evergreen Line operations in 2014 onwards. By 2020, under the Base Plan, transit operation expenditures reach $991 million and under the Supplemental Plan, transit operation expenditures reach $1.06 billion.

Table 15: Transit Operations Expenditure Forecasts (millions)

Factor	Actual	Budget	Forecasts					Outlook	2010-2015 Average Annual Compound
	2009	2010	2011	2012	2013	2014	2015	2020	
Bus	$ 567.7	$ 606.6	$ 617.8	$ 639.1	$ 671.7	$ 680.5	$ 694.2	$ 767.3	2.7%
SkyTrain and West Coast Express	$ 101.7	$ 110.5	$ 115.1	$ 116.2	$ 118.2	$ 119.6	$ 122.9	$ 135.8	2.1%
Canada Line*	$ 22.6	$ 64.8	$ 77.3	$ 85.0	$ 86.4	$ 88.1	$ 90.4	$ 102.4	6.9%
Evergreen Line	$ -	$ -	$ 0.5	$ 0.5	$ 0.4	$ 7.9	$ 21.0	$ 14.3	
Taxes, Rentals, Fare Media	$ 30.6	$ 38.3	$ 42.0	$ 43.5	$ 45.4	$ 47.0	$ 48.9	$ 40.0	5.0%
Total Operations	$ 722.6	$ 820.2	$ 852.7	$ 884.3	$ 922.1	$ 943.1	$ 977.4	$ 1,059.8	3.6%

Note: The Canada Line expenditures include principal, interest and operations payments, including service increases in 2012, which elevate the average annual growth rate metric.

The initiatives contained in this Supplemental Plan increase total operating expenditures in 2015 by 8 per cent compared to the Base Plan; however, per unit costs for transit services (except Canada Line) will rise at a rate below or at inflation forecasts. Improvements in operational efficiency and effectiveness will continue to be a priority. Resources are being realigned, as necessary, to enable TransLink and its subsidiaries to execute TransLink's mandate more effectively. Key performance dashboard indicators will continue to be used and expanded to monitor performance, identify improvement opportunities and allow for benchmarking internally and externally.

Roads, Bridges and Bicycle Expenditures

Under the 2011 Base Plan, total expenditures on roads, bridges and cycling are $111 million in 2010 and are forecast to drop to $76 million in 2013. This drop is a result of the elimination of the MRN Major Road Capital program in 2010 and the reductions in MRN Minor Road Capital and Bicycle capital programs in 2011. Under this Supplemental Plan, the Base Plan reductions to the MRN Minor Capital and Bicycle programs resulting in incremental costs of approximately $13 million annually are reversed.

Operations and Maintenance

Under the 2011 Base Plan, total expenditures on operations and maintenance for roads and bridges are $48 million in 2010 and are forecast to increase slightly to $50 million by 2013. There are no changes under this Supplemental Plan.

Capital

Under the 2011 Base Plan, total capital expenditures on roads, bridges and cycling are $63 million in 2010 and are forecast to drop to $26 million by 2013. Under this Supplemental Plan, capital expenditures are $82 million by 2013 and $26 million by 2015. One of the factors that contributes to the overall drop in TransLink's capital expenditures from 2013 to 2015 is the completion of both the NFPR project and TransLink's funding reimbursement to municipalities for MRN major capital projects committed prior to 2010.

TransLink continues its commitments to maximizing the effectiveness of the multi-modal road network through the MRN Minor Road Capital and Bike Capital Programs, funded annually at $20 million and $6 million respectively. The Supplemental Plan restores the funding to the 2010 levels in 2012 by eliminating the 50 per cent cut contained in the Base Plan.

TransLink makes payments to municipalities to assist in funding major and minor MRN projects. Actual spending is hard to predict, as it is dependent on when the respective municipalities contract for the work and when municipalities invoice TransLink for the pre-agreed share. As these expenditures are financed by debt, it is reversed as a funding adjustment, in order to determine the overall funded surplus or deficit.

Table 16: Major Road Network, Bridges and Cycling Expenditures (millions)

Factor	Actual	Budget	Forecasts					Outlook	2010-2015
	2009	2010	2011	2012	2013	2014	2015	2020	Average Annual Compound
Major Road Network	$ 31.3	$ 34.7	$ 35.0	$ 36.1	$ 37.3	$ 38.4	$ 39.6	$ 46.0	2.7%
Golden Ears Bridge	$ 6.1	$ 13.4	$ 11.6	$ 11.6	$ 12.2	$ 12.7	$ 13.4	$ 16.6	0.0%
Albion Ferry	$ 6.2	$ 0.2	$ -	$ -	$ -	$ -	$ -	$ -	
Total Operations & Maintenance	$ 43.6	$ 48.3	$ 46.6	$ 47.7	$ 49.5	$ 51.1	$ 53.0	$ 62.6	1.9%
Capital funding to Municipalities	$ 116.7	$ 63.0	$ 91.7	$ 100.4	$ 82.1	$ 70.7	$ 26.0	$ -	-16.2%
Total Roads, Bridges and Bicycles	$ 160.3	$ 111.3	$ 138.3	$ 148.1	$ 131.6	$ 121.8	$ 79.0	$ 62.6	-6.6%

TransLink Corporate and Transit Police Expenditures

Under the 2011 Base Plan, combined expenditures for TransLink Corporate and Transit Police total $73 million in 2010 and are forecasted to be $78 million in 2013. Under this Supplemental Plan, expenditures climb by $0.7 million in 2013 as a result of the increased policing costs associated with additional services.

Table 17: TransLink Corporate and Transit Police Expenditures (millions)

Factor	Actual	Budget	Forecasts					Outlook	2010-2015
	2009	2010	2011	2012	2013	2014	2015	2020	Average Annual Compound
TransLink Corporate	$ 45.4	$ 43.4	$ 43.2	$ 43.3	$ 43.4	$ 43.5	$ 44.1	$ 47.9	0.3%
Smart cards and Gating and Studies	$ 3.2	$ 1.5	$ 3.3	$ 3.4	$ 4.0	$ 5.5	$ 15.1	$ 18.2	58.7%
Subtotal	$ 48.6	$ 44.9	$ 46.5	$ 46.7	$ 47.4	$ 49.0	$ 59.2	$ 66.1	5.7%
Transit Police	$ 26.8	$ 28.4	$ 29.5	$ 30.4	$ 31.7	$ 33.1	$ 34.8	$ 40.5	4.1%
Total Translink Corporate & Police	$ 75.4	$ 73.3	$ 76.0	$ 77.1	$ 79.1	$ 82.1	$ 94.0	$ 106.6	5.1%

Efficiency gains will reduce the TransLink corporate non-labour cost structure by 0.5 per cent in both 2012 and 2013. The special projects budget of $2 million will be reduced by 67 per cent in 2013. These targeted savings will be achieved through an ongoing focus on efficiency and effectiveness. The organizational review that is nearing completion will realign resources as necessary to enable TransLink to more effectively execute its mandate. Smart cards and faregating are currently in the design and procurement phase. The increasing costs in 2015 and 2020 reflect the transition to implementation.

Debt Service

Interest Expense

Under the 2011 Base Plan, interest expense expenditures are budgeted at $177 million in 2010 and will increase to $195 million in 2013. With this Supplemental Plan interest expense increases to $206 million in 2013 and $263 million in 2015 primarily, due to the impacts associated with the Evergreen Line and North Fraser Perimeter Road projects.

Table 18: Debt Interest Expense (millions)

Actual	Budget	Forecasts					Outlook	2010-2015
2009	2010	2011	2012	2013	2014	2015	2020	Average Annual Compound
$ 112.9	$ 177.3	$ 175.0	$ 185.9	$ 205.7	$ 239.9	$ 262.9	$ 244.3	8.2%

Depreciation Expense

Under the Base Plan, depreciation expense expenditures are budgeted at $215 million in 2010 and are forecast to decline in 2011 before rising to $200 million in 2013. With this Supplemental Plan, as a result of the capital program, expenses are forecast to be $206.4 million in 2013, growing to $248.8 million in 2015.

Table 19: Depreciation Expense Forecasts (millions)

Actual	Budget	Forecasts					Outlook	2010-2015 Average Annual Compound
2009	2010	2011	2012	2013	2014	2015	2020	
$ 120.0	$ 214.8	$ 172.0	$ 183.5	$ 206.4	$ 233.6	$ 248.8	$ 246.5	3.0%

Other Items

TransLink's strategic real estate needs are constantly being evaluated and some current surplus properties will be disposed of to align with resourcing requirements. The proceeds from the sale of these surplus properties are estimated at $200 million during the 2011 to 2013 Plan period. The 2010 budget identified annual corporate cost containment savings of $30 million. To mitigate the risk associated with realizing these savings, a $10 million contingency fund was budgeted for emergency items. This strategy is unchanged under the Supplemental Plan.

Table 20: Other Items (millions)

Factor	Actual	Budget	Forecasts					Outlook
	2009	2010	2011	2012	2013	2014	2015	2020
Provision for Contingency Fund Adjustment	$ -	$ (10.0)	$ -	$ -	$ -	$ -	$ -	$ -
Proceeds From Sale of Assets & Other Items	$ (8.2)	$ -	$ 15.0	$ 35.0	$ 150.0	$ -	$ -	$ -

Funding Adjustments

TransLink is required by the SCBCTA Act to generate sufficient funds to pay for its expenditures and cannot budget for a funding deficit. Accumulated funding may be used to balance the budget. The difference between accumulated surplus and deficits (using GAAP – generally accepted accounting principles) and the fund balance are accounted for by funding adjustments. A combined negative funding adjustment means further funding is required, while a combined positive funding adjustment means less funding is required. Funding adjustments include:

- subtracting depreciation , non cash expenditures, restricted capital contributions and capital payments to municipalities for MRN, and
- adding payments to sinking funds and P3 partnerships for debt repayment.

Table 21: Funding Adjustments (millions)

Actual	Budget	Forecasts					Outlook
2009	2010	2011	2012	2013	2014	2015	2020
$ (22.4)	$ 9.8	$ 33.9	$ (90.1)	$ (103.9)	$ (16.3)	$ (17.1)	$ (6.0)

3.4 Balance Sheet and Cash Flow Statement

Balance Sheet

The balance sheet (Consolidated Statement of Financial Position) is included as Appendix 1. Under the Base Plan, total assets will increase by $528 million between 2010 and 2013, bringing the net total assets to $5.9 billion by the end of 2013. Under the Supplemental Plan, total assets increase by an additional $719 by the end of 2013 to a net total of $6.6 billion.

Under the Base Plan, between 2010 and 2013, total liabilities will increase by $423 million. Most of the funding comes from long-term (direct) debt which increases by $382 million. With this Supplemental Plan, total liabilities increase by an additional $597 between 2010 and 2013 with long-term (direct) debt increasing by an additional $586 million by 2013.

In the Base Plan, over the Outlook period (2013 to 2020), total liabilities will decrease by $498 million despite total assets decreasing by $142 million. Under the Supplemental Plan, total liabilities decrease by $400 million during the same period while total assets decrease by $63 million.

Many of the projects included in the 2011 Supplemental Plan represent a significant investment in capital and would require an increase to TransLink's current borrowing limit. TransLink would require an increase to the debt cap limit. The maximum gross debt would total $3.36 billion. This would require an increase in the maximum debt cap from the current $2.8 billion to a minimum of $3.8 billion. Approval by the Mayors' Council of this Supplemental Plan after consultation with the Metro Vancouver Board of Directors is therefore required. With the additional revenues proposed, these investments would be financially sustainable for TransLink over the longer term.

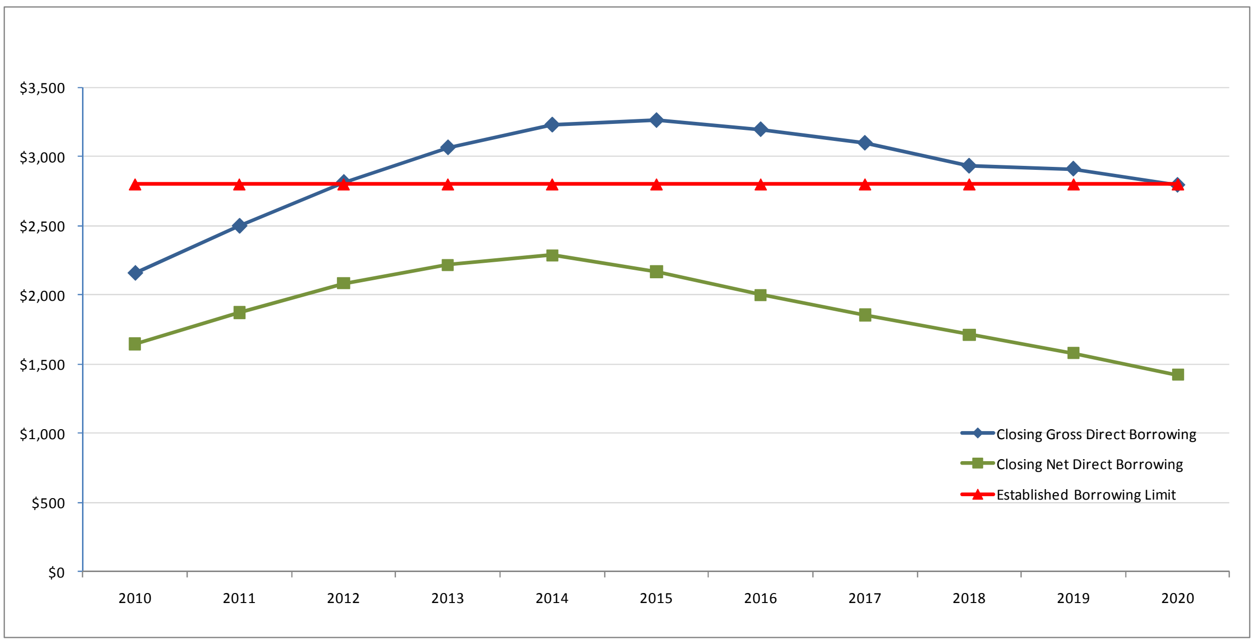

Figure 11: Borrowing Levels for 2011 Supplemental Plan and Outlook

Cash Flow Statement

The cash flow statement (Consolidated Statement of Cash Flows) can be found in Appendix 3. The 2011 Base Plan relies on short-term borrowing to fund cash shortfalls, with the exception of 2013, where the ending cash balance is forecast at $58 million. Under this Supplemental Plan, TransLink's cash position improves with zero balances in 2011 and 2012 and an ending cash balance of $150 million at the end of 2013. TransLink actively manages its cash situation and will access its short-term borrowing facility.

Under this Supplemental Plan total capital expenditures between 2011 and 2013 are $491 million more than in the Base Plan.

In the Base Plan, cash from operations is $434 million in cash surplus in 2013 with a cash surplus from operations of $376 million in 2020. Under this Supplemental Plan, cash surplus increases to $507 million in 2013 and $421 million in 2020.

3.5 OUTLOOK FOR 2014 THROUGH 2020

The previous sections noted the 2020 projections for each category of revenue and expenditure. These estimates are based upon an extrapolation of the 2014 trends and assumptions, and also include the impacts of scheduled fleet replacement, infrastructure maintenance and debt obligations. The Financial Outlook is intended to ensure that, given these assumptions, the short-term investments and commitments are reasonable and financially sustainable in the longer term. Under this context, the 2011 Supplemental Plan is reasonable as represented in the financial summary, including cumulative surplus levels, shown in Figure 12. The cumulative surplus is essential in mitigating risks associated with financial uncertainties; for example a 10 cent/ litre increase in fuel prices above forecasts would result in increased costs on the order of $30 million per year.

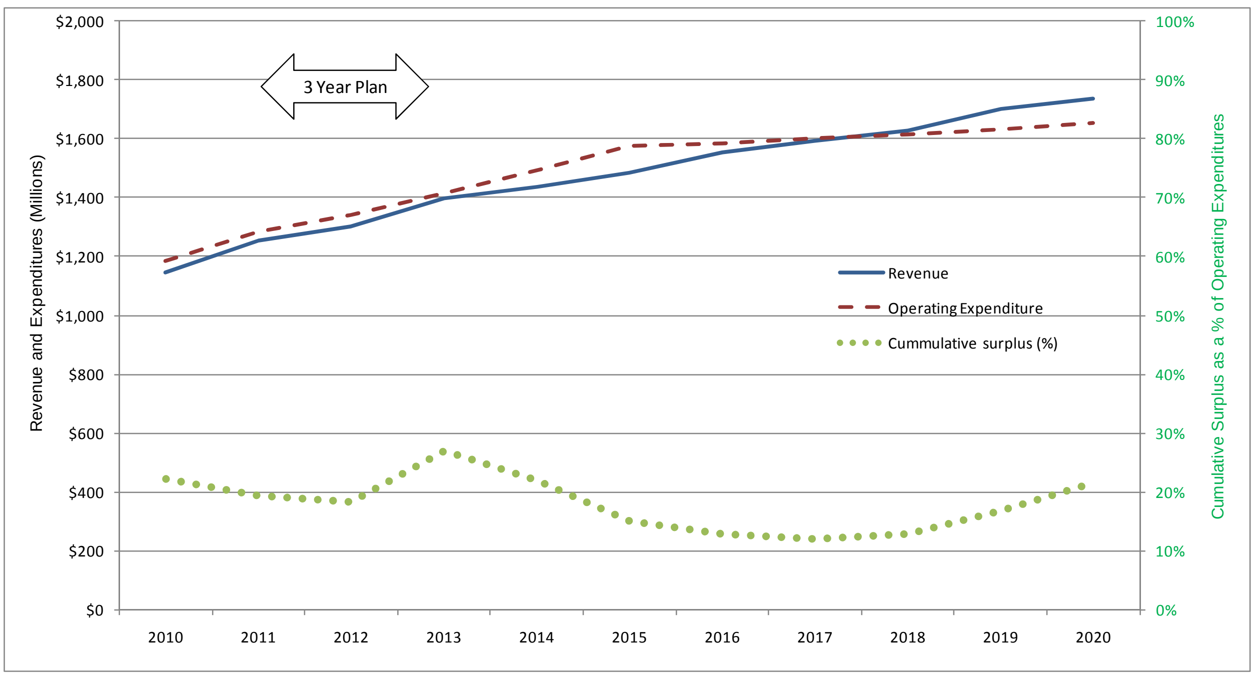

Figure 12: Cumulative Surplus Level Forecasts for 2011 through 2020

3.6 Assumptions and Risks

The economic assumptions are unchanged from the Base Plan. The dollar impacts associated with sensitivity to rate changes do change as a result of increased total expenditures. The assumed rates and sensitivity levels are shown in Table 22 below.

Table 22: Key Assumptions for 2011 Supplemental Three Year Plan with Outlook

Key Assumptions
2011-2020 Ten Year MAINTENANCE AND UPGRADE PROGRAM

Factor	Assumption % Change/Rate per Year 2011	2012	2013	2014-2020	Impact $ million / yr
Real GDP growth	2.7%	2.7%	2.0%	2.0%	
Goods and Services Inflation	2.0%	2.0%	2.0%	2.0%	+ / - 3.1
Construction (excluding road construction) Inflation	3.0%	3.0%	3.0%	3.0%	+ / - 4.5
Road Construction Inflation	4.0%	4.0%	4.0%	4.0%	+ / - 2.8
Hydro Cost	12.0%	5.0%	2.0%	2.0%	+ / - 0.1
Gasoline Cost (per litre)	$1.19	$1.25	$1.35	$1.40 to $1.53	
Diesel Cost (per Litre)	$1.14	$1.20	$1.31	$1.36 to $1.48 *	+ / - 3.2
Interest Rates					
- Short Term	3.00%	4.00%	4.70%	4.70%	+ / - 0.1
- Long Term	5.3%	5.6%	6.2%	6.8%	+ / - 14.0
Regional Fuel Consumption					
- Gasoline (million litres)	1,836	1,847	1,889	1916 to 2123	+ / - 3.5
- Diesel (million litres)	326	329	332	337 to 356	+ / - 0.6
Bus Ridership	214	234	241	247 to 269	+ / - 6.6

* The pretax cost per litre is projected to grow with general inflation of 2% starting 2015.
** 2013-2014 0%, then 2%/year

Other Major Assumptions Driven by TransLink:

- Operation, maintenance and rehabilitation funding for roads is maintained at the 2010 rate, and a 2 per cent allowance for inflation is provided.
- Continuation of senior government funding is assumed in this Plan. TransLink will continue to utilize all available funding where applicable.

Identification of Risk Factors and Potential Risk Management Measures

The risk factors and related management measures are unchanged from the Base Plan with the following exceptions:

Fuel Tax Revenue – As previously noted, the increases in ridership that result from service expansion will divert trips from personal vehicles lowering the demand for fuel. The majority of these effects would be felt in 2014 onwards with the introduction of Evergreen Line service. Further analysis will be conducted for the 2012 Base Plan to ensure that the Outlook period incorporates these forces.

Transit Fare Revenues - Fares are one of the largest revenue sources in this Supplemental Plan. Ridership assumptions for a new rapid transit project such as the Evergreen Line project 5 to 10 years in the future introducing an element of risk. A 10 per cent change in ridership associated with the Evergreen Line in 2015 will result in a fluctuation of $1.2 million per year in revenues.

Gain (Loss) from the Sale of Assets - Under this Supplemental Plan TransLink is less reliant on the sale of surplus assets than in the Base Plan. In the case that surplus assets could not be sold for the forecast amounts, TransLink will employ mitigating strategies such as additional cost constraint and a re-evaluation of the capital investment plan.

3.7 CAPITAL PROGRAM

Below is a summary of the major initiatives contained in the 2011 Supplemental Plan.

Table 23: Initiatives Contained in the 2011 Supplemental Plan

RAPID TRANSIT	ROADS & CYCLING
Evergreen Line Program • Connects Coquitlam & Vancouver via Port Moody & Burnaby: 11 km line, 5 Stations, & 28 new SkyTrain vehicles • Construction begins in 2011, completion in 2014 • Commercial-Broadway Station Phase II • Community and network integration & wayfinding upgrades **Station Upgrade Projects** • Main Street Station • Metrotown Station • Surrey Central Station • New Westminster Station • Lonsdale Quay SeaBus Terminal	• North Fraser Perimeter Road: Phase I (United Boulevard Extension) • Retain Funding for MRN Minor Capital Program at $20M/year • Retain Funding for Bike Capital Program at $6M/year

Table 24 summarizes the gross cost, contributions to each category of the capital program and net cost to TransLink, over the 2011 to 2013 period.

Under the 2011 Supplemental Plan, TransLink's gross capital program increases by $766 million from $821 million to $1.59 billion compared to the 2011 Base Plan over the 2011 to 2013 period. Relative to the Base Plan, the 2011 Supplemental Plan includes additional capital expenditures of $549 million on rapid transit, $67 million on bus replacement and transit infrastructure, $144 million on the major road network, and $6 million on the bicycle program.

Table 24: 2011 to 2013 Capital Plan

Project Description (thousands)	Gross Cost	Contributions Provincial	Contributions Federal	TransLink Net Cost
Rapid Transit Major Projects	$ -	$ -	$ -	$ -
Rapid Transit	$ 677,794	$ 37,094	$ 73,382	$ 567,318
Bus Replacement	$ 168,302	$ -	$ 147,084	$ 21,218
Transit Infrastructure	$ 389,099	$ 37,804	$ 99,120	$ 252,176
Road Infrastructure for Transit	$ -	$ -	$ -	$ -
IT or ITS	$ -	$ -	$ -	$ -
West Coast Express	$ 20	$ 6	$ 6	$ 7
SeaBus	$ 23,545	$ -	$ 19,885	$ 3,661
Major Road Network	$ 258,943	$ -	$ 75,480	$ 183,463
Bridge Program	$ 2,427	$ -	$ -	$ 2,427
Bicycle Program	$ 18,518	$ -	$ -	$ 18,518
Subtotal Before Minor Capital	**$ 1,538,648**	**$ 74,904**	**$ 414,957**	**$ 1,048,787**
Operating Subsidiaries and Contractors Minor Capital	$ 48,557	$ -	$ -	$ 48,557
Total	**$ 1,587,205**	**$ 74,904**	**$ 414,957**	**$ 1,097,345**

Note: As the Evergreen Line capital project is a provincial capital project and TransLink is a funding partner, the federal and provincial funding contribution, totalling approximately $1 Billion, are not captured in TransLink's financial strategy.

3.8 KEY PERFORMANCE INDICATORS

Key Performance Indicators for TransLink conventional and custom transit services are summarized in Table 25. These indicators demonstrate the system becoming increasingly efficient between 2010 and 2013. Boardings per service hour and average fare per revenue passenger are averaging positive gains over the 2010 to 2013 period. At the same time, costs per service hour and per service kilometre are growing below the rate of inflation. These effects combine to achieve improvements in both cost recovery and operating costs per revenue passenger.

Table 25: Indicators for 2011 to 2013 Supplemental Plan

Key Performance Metric	2010	2011	2012	2013	2010 - 2013 Avg Annual Growth Rate
Conventional System					
Operating Cost per Revenue Passenger	$4.17	$4.13	$3.91	$3.96	
Annual change		-1.2%	-5.2%	1.1%	-1.8%
Boarding per Service Hour	52.80	55.81	59.12	58.91	
Annual change		5.7%	5.9%	-0.4%	3.7%
Operating Cost per Total Vehicle Km - All	$5.68	$5.93	$5.98	$6.06	
Annual change		4.3%	1.0%	1.3%	2.2%
Operating Cost per Total Vehicle Km - Bus	$6.06	$6.26	$6.24	$6.28	
Annual change		3.2%	-0.3%	0.7%	1.2%
Operating Cost per Total Vehicle Km - Expo & Millennium line	$2.12	$2.21	$2.23	$2.27	
Annual change		4.0%	1.0%	1.7%	2.2%
Operating Cost per Total Vehicle Km - Commuter Rail	$12.22	$12.25	$12.39	$12.61	
Annual change		0.2%	1.1%	1.8%	1.0%
Average Fare per Revenue Passenger	$2.06	$2.00	$1.98	$2.21	
Annual change		-2.8%	-1.0%	11.4%	2.4%
Cost Recovery (all Transit Revenue)	51%	49.8%	51.9%	57.1%	
Annual change		-1.5%	4.4%	9.9%	4.2%
Operating Cost per Service Hour - Bus	$115.94	$119.70	$119.34	$120.20	
Annual change		3.2%	-0.3%	0.7%	1.2%
Access Transit					
Operating Cost per Revenue Passenger	$28.54	$29.19	$29.24	$29.35	
Annual change		2.3%	0.2%	0.4%	0.9%
Boarding per Service Hour	2.69	2.65	2.68	2.71	
Annual change		1.0%	1.0%	1.0%	0.2%
Operating Cost per Total Vehicle Km	$4.36	$4.39	$4.44	$4.50	
Annual change		0.8%	1.2%	1.4%	1.1%
Operating Cost per Service Hour	$76.90	$77.49	$78.39	$79.48	
Annual change		3.3%	1.2%	1.4%	1.1%

Appendices

APPENDIX 1

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

SCBCTA

		FORECAST				OUTLOOK						
For the years ending 31 Dec.	*thousands*	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**
Assets												
Current assets												
Cash & short-term investments		0	0	0	150,006	132,213	78,841	92,768	133,446	203,086	331,155	471,461
Accounts receivable		68,616	70,674	72,794	74,978	77,227	79,544	81,931	84,388	86,920	89,528	92,214
Supplies inventory		34,192	35,218	36,274	37,362	38,483	39,638	40,827	42,052	43,313	44,613	45,951
Prepaid expenses		8,684	8,944	9,213	9,489	9,774	10,067	10,369	10,680	11,001	11,331	11,670
		111,491	114,836	118,281	271,835	257,697	208,090	225,894	270,566	344,320	476,626	621,296
Long-term investments		23,815	24,886	26,006	27,176	28,399	29,677	31,013	32,408	33,867	35,391	36,983
Debt reserve fund		44,675	48,951	54,205	58,761	59,940	62,148	61,883	61,388	57,313	57,456	57,430
Debt sinking fund		466,581	576,184	673,570	785,625	878,533	1,027,292	1,130,397	1,177,305	1,157,170	1,268,013	1,306,372
Capital assets		4,708,721	4,808,484	5,174,001	5,459,653	5,431,453	5,292,010	5,147,396	5,035,790	4,891,432	4,716,832	4,517,729
Total Assets		**5,355,282**	**5,573,341**	**6,046,063**	**6,603,051**	**6,656,021**	**6,619,217**	**6,596,583**	**6,577,457**	**6,484,102**	**6,554,317**	**6,539,810**
Liabilities and Fund Balances												
Current liabilities												
Cheques issued in excess of funds on deposit												
Other short-term borrowing		7,914	55,208	19,435	0	0	0	0	0	0	0	0
Accounts payable and accrued liabilities		257,281	264,999	272,949	281,137	289,572	298,259	307,207	316,423	325,915	335,693	345,764
Current portion of long-term debt		75,202	87,866	100,841	117,558	128,855	131,197	132,267	128,952	121,536	113,689	113,817
Total Current Liabilities		340,396	408,072	393,225	398,695	418,427	429,456	439,473	445,375	447,451	449,382	459,581
Employee future benefits		49,620	54,582	60,040	66,044	72,648	79,913	87,905	96,695	106,365	117,001	128,701
Canada Line - deferred concessionaire credits		685,219	662,719	640,219	617,719	595,219	572,719	550,219	527,719	505,219	482,719	460,219
Golden Ears Bridge contractor liability		1,000,845	1,020,150	1,032,744	1,045,059	1,051,375	1,050,913	1,049,021	1,045,557	1,040,378	1,033,348	1,024,302
Long-term debt		2,075,252	2,334,216	2,731,708	3,043,243	3,115,115	3,145,379	3,078,573	2,983,840	2,825,677	2,812,489	2,695,334
Non-controlling interest in captive insurance subsidiary		1,783	1,961	2,158	2,373	2,611	2,872	3,159	3,475	3,822	4,204	4,625
Total Liabilities		4,153,114	4,481,701	4,860,094	5,173,134	5,255,395	5,281,252	5,208,350	5,102,661	4,928,912	4,899,143	4,772,762
Fund balances		1,202,168	1,091,641	1,185,970	1,429,917	1,400,627	1,337,966	1,388,234	1,474,797	1,555,190	1,655,174	1,767,049
Total Liabilities and Fund Balances		**5,355,282**	**5,573,341**	**6,046,063**	**6,603,051**	**6,656,021**	**6,619,217**	**6,596,583**	**6,577,457**	**6,484,102**	**6,554,317**	**6,539,810**

APPENDIX 2A: STATEMENT OF OPERATIONS

SCBCTA

	Actual	Budget		Forecasts					Outlook			
$ millions	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Transit Revenues	$ 366.7	$ 423.0	$ 437.3	$ 473.1	$ 542.5	$ 556.3	$ 577.4	$ 626.4	$ 638.5	$ 650.7	$ 699.4	$ 709.5
Toll Revenues	$ 11.3	$ 29.0	$ 34.4	$ 40.8	$ 48.2	$ 54.5	$ 60.1	$ 65.4	$ 71.0	$ 76.0	$ 81.4	$ 87.1
User Fees	$ 378.0	$ 452.0	$ 471.7	$ 513.9	$ 590.7	$ 610.8	$ 637.5	$ 691.8	$ 709.5	$ 726.7	$ 780.8	$ 796.6
Motor Fuel Tax	$ 259.8	$ 319.5	$ 324.3	$ 326.4	$ 333.2	$ 338.0	$ 346.7	$ 351.2	$ 359.7	$ 366.2	$ 371.9	$ 371.9
Property Tax	$ 264.1	$ 271.1	$ 279.2	$ 363.4	$ 374.3	$ 385.5	$ 397.1	$ 409.0	$ 421.2	$ 433.9	$ 446.9	$ 460.3
Parking Sales Tax	$ 15.6	$ 46.3	$ 47.2	$ 48.1	$ 49.1	$ 50.1	$ 51.1	$ 52.1	$ 53.1	$ 54.2	$ 55.3	$ 56.4
Other Taxes	$ 36.2	$ 36.4	$ 36.7	$ 37.0	$ 37.4	$ 37.7	$ 38.0	$ 38.3	$ 38.6	$ 38.9	$ 39.3	$ 39.6
Taxation Revenues	$ 575.7	$ 673.3	$ 687.4	$ 774.9	$ 794.0	$ 811.3	$ 832.9	$ 850.6	$ 872.6	$ 893.2	$ 913.4	$ 928.2
Senior Government Contributions	$ 178.5	$ 170.1	$ 105.9	$ 220.2	$ 218.7	$ 126.8	$ 84.3	$ 99.3	$ 109.0	$ 79.2	$ 45.9	$ 38.9
Interest Income	$ 22.2	$ 22.6	$ 24.1	$ 29.2	$ 35.4	$ 42.4	$ 45.0	$ 50.9	$ 55.7	$ 59.0	$ 60.0	$ 68.2
Total Revenues	**$ 1,154.4**	**$ 1,318.0**	**$ 1,289.1**	**$ 1,538.2**	**$ 1,638.8**	**$ 1,591.3**	**$ 1,599.7**	**$ 1,692.6**	**$ 1,746.8**	**$ 1,758.1**	**$ 1,800.1**	**$ 1,831.9**
Transit Operations	$ 722.6	$ 820.2	$ 852.7	$ 884.3	$ 922.1	$ 943.1	$ 977.4	$ 979.1	$ 997.3	$ 1,017.6	$ 1,038.3	$ 1,059.8
Roads, Bridges and Bicycles	$ 160.3	$ 111.3	$ 138.3	$ 148.1	$ 131.6	$ 121.8	$ 79.0	$ 54.8	$ 56.7	$ 58.8	$ 60.8	$ 62.6
TransLink Corporate and Police	$ 75.4	$ 73.3	$ 76.0	$ 77.1	$ 79.1	$ 82.1	$ 94.0	$ 95.9	$ 98.0	$ 101.6	$ 104.1	$ 106.6
Operating Expenditures	**$ 958.3**	**$ 1,004.8**	**$ 1,067.0**	**$ 1,109.5**	**$ 1,132.8**	**$ 1,147.0**	**$ 1,150.4**	**$ 1,129.8**	**$ 1,152.0**	**$ 1,178.0**	**$ 1,203.2**	**$ 1,229.0**
Surplus Before Interest and Depreciation	**$ 196.1**	**$ 313.2**	**$ 222.1**	**$ 428.7**	**$ 506.0**	**$ 444.3**	**$ 449.3**	**$ 562.8**	**$ 594.8**	**$ 580.1**	**$ 596.9**	**$ 602.9**
Interest Expense	$ 112.9	$ 177.3	$ 175.0	$ 185.9	$ 205.7	$ 239.9	$ 262.9	$ 263.9	$ 260.4	$ 252.7	$ 250.0	$ 244.3
Depreciation Expense	$ 120.0	$ 214.8	$ 172.0	$ 183.5	$ 206.4	$ 233.6	$ 248.8	$ 248.5	$ 248.0	$ 247.1	$ 247.0	$ 246.5
Surplus/(Deficit) before Other Items	**$ (36.8)**	**$ (78.9)**	**$ (124.9)**	**$ 59.3**	**$ 93.9**	**$ (29.2)**	**$ (62.4)**	**$ 50.4**	**$ 86.4**	**$ 80.3**	**$ 99.9**	**$ 112.1**
Provision for Contingency Fund Adjustment	$ -	$ (10.0)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Proceeds From Sale of Assets & Other Items	$ (8.2)	$ -	$ 15.0	$ 35.0	$ 150.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Surplus/(Deficit) before Funding Adjustments	**$ (45.0)**	**$ (88.9)**	**$ (109.9)**	**$ 94.3**	**$ 243.9**	**$ (29.2)**	**$ (62.4)**	**$ 50.4**	**$ 86.4**	**$ 80.3**	**$ 99.9**	**$ 112.1**
Funding Adjustments	$ (22.4)	$ 9.8	$ 33.9	$ (90.1)	$ (103.9)	$ (16.3)	$ (17.1)	$ (67.7)	$ (80.8)	$ (47.9)	$ (8.9)	$ (6.0)
Funded Surplus/(Deficit)	**$ (67.4)**	**$ (79.1)**	**$ (76.0)**	**$ 4.2**	**$ 140.0**	**$ (45.5)**	**$ (79.5)**	**$ (17.3)**	**$ 5.6**	**$ 32.4**	**$ 91.0**	**$ 106.1**
Opening Cumulative Funded Surplus	$ 370.2	$ 312.1	$ 263.3	$ 187.3	$ 191.5	$ 331.5	$ 286.0	$ 206.5	$ 189.2	$ 194.8	$ 227.2	$ 318.2
Adjustment for actual 2009 year end deficit	$ 9.3											
Adjustment for 2010 forecast deficit (from 2009 actual of $312.1 million)		$ 30.3										
Cumulative Funded Surplus	**$ 312.1**	**$ 263.3**	**$ 187.3**	**$ 191.5**	**$ 331.5**	**$ 286.0**	**$ 206.5**	**$ 189.2**	**$ 194.8**	**$ 227.2**	**$ 318.2**	**$ 424.3**

Notes:

The Statement of Operations does not include the results of AirCare and TPCC

The 2009 cumulative surplus was forecast in August of 2009

The 2010 budgeted cumulative surplus was based on the 2009 year end cumulative surplus forecast in August of 2009

The 2011-2013 forecast reflects the current 2010 year end cumulative surplus forecast

The Senior Government Contributions are linked to project timing for forecasting purposes, hence the 2011 amount is lower than the funding allocations.

APPENDIX 2B : FUNDED STATEMENT OF OPERATIONS

SCBCTA

	Actual	Budget	Forecasts			Outlook						
$ millions	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Transit Revenues	$ 366.7	$ 423.0	$ 437.3	$ 473.1	$ 542.5	$ 556.3	$ 577.4	$ 626.4	$ 638.5	$ 650.7	$ 699.4	$ 709.5
Toll Revenues	$ 11.3	$ 29.0	$ 34.4	$ 40.8	$ 48.2	$ 54.5	$ 60.1	$ 65.4	$ 71.0	$ 76.0	$ 81.4	$ 87.1
User Fees	**$ 378.0**	**$ 452.0**	**$ 471.7**	**$ 513.9**	**$ 590.7**	**$ 610.8**	**$ 637.5**	**$ 691.8**	**$ 709.5**	**$ 726.7**	**$ 780.8**	**$ 796.6**
Motor Fuel Tax	$ 259.8	$ 319.5	$ 324.3	$ 326.4	$ 333.2	$ 338.0	$ 346.7	$ 351.2	$ 359.7	$ 366.2	$ 371.9	$ 371.9
Property Tax	$ 264.1	$ 271.1	$ 279.2	$ 363.4	$ 374.3	$ 385.5	$ 397.1	$ 409.0	$ 421.2	$ 433.9	$ 446.9	$ 460.3
Parking Sales Tax	$ 15.6	$ 46.3	$ 47.2	$ 48.1	$ 49.1	$ 50.1	$ 51.1	$ 52.1	$ 53.1	$ 54.2	$ 55.3	$ 56.4
Other Taxes	$ 36.2	$ 36.4	$ 36.7	$ 37.0	$ 37.4	$ 37.7	$ 38.0	$ 38.3	$ 38.6	$ 38.9	$ 39.3	$ 39.6
Taxation Revenues	**$ 575.7**	**$ 673.3**	**$ 687.4**	**$ 774.9**	**$ 794.0**	**$ 811.3**	**$ 832.9**	**$ 850.6**	**$ 872.6**	**$ 893.2**	**$ 913.4**	**$ 928.2**
Senior Government Contributions	$ 7.5	$ 18.9	$ 18.3	$ 18.3	$ 18.3	$ 18.3	$ 18.3	$ 18.3	$ 18.3	$ 18.3	$ 18.7	$ 19.1
Interest Income	$ 1.8	$ 2.1	$ 1.7	$ 1.8	$ 3.9	$ 6.3	$ 5.4	$ 4.9	$ 5.7	$ 7.2	$ 10.0	$ 14.0
Total Revenues	**$ 963.0**	**$ 1,146.3**	**$ 1,179.1**	**$ 1,309.0**	**$ 1,406.9**	**$ 1,446.7**	**$ 1,494.1**	**$ 1,565.6**	**$ 1,606.1**	**$ 1,645.4**	**$ 1,722.9**	**$ 1,758.0**
Transit Operations	$ 722.6	$ 820.2	$ 852.7	$ 884.3	$ 922.1	$ 943.1	$ 977.4	$ 979.1	$ 997.3	$ 1,017.6	$ 1,038.3	$ 1,059.8
Roads, Bridges and Bicycles	$ 43.6	$ 48.3	$ 46.3	$ 48.1	$ 49.6	$ 50.8	$ 53.0	$ 54.8	$ 56.7	$ 58.8	$ 60.8	$ 62.6
TransLink Corporate & Police	$ 75.4	$ 73.3	$ 76.0	$ 77.1	$ 79.1	$ 82.1	$ 94.0	$ 95.9	$ 98.0	$ 101.6	$ 104.1	$ 106.6
Operating Expenditures	**$ 841.6**	**$ 941.8**	**$ 975.0**	**$ 1,009.5**	**$ 1,050.8**	**$ 1,076.0**	**$ 1,124.4**	**$ 1,129.8**	**$ 1,152.0**	**$ 1,178.0**	**$ 1,203.2**	**$ 1,229.0**
Surplus Before Interest and Depreciation	**$ 121.4**	**$ 204.5**	**$ 204.1**	**$ 299.5**	**$ 356.1**	**$ 370.7**	**$ 369.7**	**$ 435.8**	**$ 454.1**	**$ 467.4**	**$ 519.7**	**$ 529.0**
Interest Expense	$ 78.1	$ 113.2	$ 109.2	$ 119.1	$ 138.1	$ 171.6	$ 194.5	$ 195.6	$ 192.3	$ 184.9	$ 182.6	$ 177.4
Capital Repayments	$ 102.5	$ 160.4	$ 185.9	$ 211.1	$ 228.0	$ 244.5	$ 254.6	$ 257.5	$ 256.2	$ 250.1	$ 246.1	$ 245.4
Surplus/(Deficit) before Other Items	**$ (59.2)**	**$ (69.1)**	**$ (91.0)**	**$ (30.8)**	**$ (10.0)**	**$ (45.5)**	**$ (79.5)**	**$ (17.3)**	**$ 5.6**	**$ 32.4**	**$ 91.0**	**$ 106.2**
Provision for Contingency Fund Adjustment	$ -	$ (10.0)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Proceeds From Sale of Assets & Other Items	$ (8.2)	$ -	$ 15.0	$ 35.0	$ 150.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Funded Surplus/(Deficit)	**$ (67.4)**	**$ (79.1)**	**$ (76.0)**	**$ 4.2**	**$ 140.0**	**$ (45.5)**	**$ (79.5)**	**$ (17.3)**	**$ 5.6**	**$ 32.4**	**$ 91.0**	**$ 106.2**
Opening Cumulative Funded Surplus	$ 370.2	$ 312.1	$ 263.3	$ 187.3	$ 191.5	$ 331.5	$ 286.0	$ 206.5	$ 189.2	$ 194.8	$ 227.2	$ 318.2
Adjustment for actual 2009 year end deficit	$ 9.3											
Adjustment for 2010 forecast deficit (from 2009 actual of $312.1 million)		$ 30.3										
Cumulative Funded Surplus	**$ 312.1**	**$ 263.3**	**$ 187.3**	**$ 191.5**	**$ 331.5**	**$ 286.0**	**$ 206.5**	**$ 189.2**	**$ 194.8**	**$ 227.2**	**$ 318.2**	**$ 424.3**

Notes:

The Statement of Operations does not include the results of AirCare and TPCC

The 2009 cumulative surplus was forecast in August of 2009

The 2010 budgeted cumulative surplus was based on the 2009 year end cumulative surplus forecast in August of 2009

The 2011-2013 forecast reflects the current 2010 year end cumulative surplus forecast

The Senior Government Contributions are linked to project timing for forecasting purposes, hence the 2011 amount is lower than the funding allocations.

APPENDIX 2C
SCBCTA

CONSOLIDATED STATEMENT OF OPERATIONS
INCREMENTAL CHANGE BETWEEN BASE PLAN AND SUPPLIMENTAL PLAN

				FORECASTS					OUTLOOK			
for the years	*thousands*	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**
GENERAL												
Revenues												
Motor Fuel Tax		-	-	-	-	-	-	-	-	-	-	-
Property Tax		-	-	75,800	78,074	80,416	82,829	85,314	87,873	90,509	93,224	96,021
Other Tax		-	-	-	-	-	-	-	-	-	-	-
Transportation Improvement Fee		-	-	-	-	-	-	-	-	-	-	-
New Revenue		-	-	-	-	-	-	-	-	-	-	-
Taxation and Fees		**-**	**-**	**75,800**	**78,074**	**80,416**	**82,829**	**85,314**	**87,873**	**90,509**	**93,224**	**96,021**
Fares		-	-	12,072	24,263	24,814	36,258	42,486	46,839	51,207	55,911	57,870
Advertising and Other		-	-	-	-	-	-	-	-	-	-	-
Transit		**-**	**-**	**12,072**	**24,263**	**24,814**	**36,258**	**42,486**	**46,839**	**51,207**	**55,911**	**57,870**
Real Estate Revenues		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Tolls - Bridges		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Fed Gov't Contributions - Capital		-	25,433	50,228	65,207	33,988	-	-	-	-	-	-
Prov Gov't Contributions - Capital		-	1,253	14,053	18,323	6,789	-	-	-	-	-	-
Other Contributions - Capital		-	-	-	-	-	-	-	-	-	-	-
Capital Contributions		**-**	**26,686**	**64,281**	**83,531**	**40,777**	**-**	**-**	**-**	**-**	**-**	**-**
Operating Contributions		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Interest Income		**-**	**0**	**14**	**2,109**	**3,444**	**3,999**	**4,560**	**5,478**	**6,597**	**7,945**	**9,492**
Total Revenues		**-**	**26,686**	**152,168**	**187,976**	**149,452**	**123,086**	**132,359**	**140,189**	**148,314**	**157,081**	**163,383**
Expenditures												
Major Road Network - Operation, Maintenance, Rehabilitation		-	-	-	-	-	-	-	-	-	-	-
Capital Funding to Municipalities		-	39,780	54,371	56,026	57,747	13,000	-	-	-	-	-
Major Bridges		-	-	-	-	-	-	-	-	-	-	-
Albion Ferry Operations		-	-	-	-	-	-	-	-	-	-	-
Roads & Bridges		**-**	**39,780**	**54,371**	**56,026**	**57,747**	**13,000**	**-**	**-**	**-**	**-**	**-**
Coast Mountain Bus Company		-	-	20,813	44,040	44,413	45,314	46,233	47,174	48,134	49,116	50,118
Access Transit		-	-	-	-	-	-	-	-	-	-	-
Other Contractors		-	-	-	1,153	1,163	1,184	1,207	1,230	1,253	1,277	1,301
Bus Division		**-**	**-**	**20,813**	**45,193**	**45,575**	**46,498**	**47,440**	**48,404**	**49,387**	**50,393**	**51,419**
Expo & Millenium Lines		-	300	612	1,555	2,048	2,960	3,011	3,063	3,117	3,171	3,226
West Coast Express Commuter Rail		-	-	-	-	-	-	-	-	-	-	-
Canada Line (before Concessionaire Credit)		-	-	-	-	-	-	-	-	-	-	-
Canada Line Concessionaire Credit		-	-	-	-	-	-	-	-	-	-	-
Evergreen Line		-	520	520	520	7,770	21,015	13,860	13,959	14,062	14,169	14,279
Rail Division		**-**	**820**	**1,132**	**2,075**	**9,818**	**23,975**	**16,871**	**17,022**	**17,179**	**17,340**	**17,506**
Property tax, rentals, fare media & insurance		-	-	-	-	-	-	-	-	-	-	-
Transit Operations		**-**	**820**	**21,945**	**47,267**	**55,393**	**70,474**	**64,311**	**65,426**	**66,565**	**67,733**	**68,924**
Divisions		-	-	-	-	-	-	-	-	-	-	-
SmartCard, Gating, and Studies		-	-	-	-	-	-	-	-	-	-	-
TransLink		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Transit Police		-	-	-	760	1,521	2,326	2,382	2,420	2,469	2,518	2,569
Total Operating Expenditures		**-**	**40,600**	**76,316**	**104,053**	**114,661**	**85,800**	**66,693**	**67,847**	**69,034**	**70,251**	**71,493**

APPENDIX 2C
SCBCTA

CONSOLIDATED STATEMENT OF OPERATIONS
INCREMENTAL CHANGE BETWEEN BASE PLAN AND SUPPLIMENTAL PLAN

			FORECASTS					OUTLOOK			
for the years *thousands*	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Surplus/(Deficit) before Interest & Depreciation	**-**	**(13,914)**	**75,852**	**83,923**	**34,791**	**37,286**	**65,667**	**72,343**	**79,279**	**86,830**	**91,890**
LT Debt interest	0	2,091	11,324	28,707	44,012	48,038	47,986	47,289	47,289	47,289	47,289
ST Debt interest	-	25	(1,068)	(1,773)	(1,359)	-	-	-	-	-	-
IDC	(0)	(1,278)	(6,501)	(16,559)	(11,421)	-	-	-	-	-	-
Real Estate property float interest	-	-	-	-	-	-	-	-	-	-	-
GEB interest charge on contractor liability balance	-	-	-	-	-	-	-	-	-	-	-
Interest Expense	**0**	**838**	**3,755**	**10,375**	**31,232**	**48,038**	**47,986**	**47,289**	**47,289**	**47,289**	**47,289**
Capital Prgm >5 yrs	-	64	2,244	6,748	17,474	25,958	25,764	25,426	25,426	25,426	25,426
Capital Prgm <=5 yrs - no other funding	-	-	-	-	-	-	-	-	-	-	-
Subsidiaries and Contractors	-	-	-	-	-	-	-	-	-	-	-
Depreciation Expense	**-**	**64**	**2,244**	**6,748**	**17,474**	**25,958**	**25,764**	**25,426**	**25,426**	**25,426**	**25,426**
Surplus/(Deficit) before Other Items	**(0)**	**(14,815)**	**69,853**	**66,800**	**(13,915)**	**(36,709)**	**(8,084)**	**(372)**	**6,564**	**14,115**	**19,175**
Proceeds from Disposal of Surplus Assets	-	-	-	-	-	-	-	-	-	-	-
Surplus/(Deficit) before Funding Adjustments	**(0)**	**(14,815)**	**69,853**	**66,800**	**(13,915)**	**(36,709)**	**(8,084)**	**(372)**	**6,564**	**14,115**	**19,175**
Funding Adjustments	(0)	11,819	(14,634)	(36,892)	11,178	12,533	(1,751)	(2,859)	(3,991)	(5,167)	(6,391)
Funded Surplus/(Deficit)	**(0)**	**(2,995)**	**55,219**	**29,908**	**(2,737)**	**(24,176)**	**(9,835)**	**(3,232)**	**2,574**	**8,948**	**12,784**
Cumulative Funded Surplus	**(0)**	**(2,996)**	**52,223**	**82,131**	**79,394**	**55,218**	**45,383**	**42,151**	**44,725**	**53,673**	**66,457**

APPENDIX 3

SCBCTA

CONSOLIDATED STATEMENT OF CASHFLOWS

		FORECASTS				OUTLOOK						
For the years ending 31 Dec.	*thousands*	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**
Cash provided by (used for):												
Operations:												
Excess of revenue over expenses (note)		**(92,258)**	**(110,527)**	**94,329**	**243,947**	**(29,291)**	**(62,660)**	**50,268**	**86,563**	**80,393**	**99,984**	**111,874**
Items not involving cash:												
Amortization of capital assets		163,339	172,164	183,542	206,353	233,609	248,804	248,545	248,038	247,068	246,984	246,504
Add back implied interest charge on GEB & Pattullo capital funding		64,136	65,831	66,757	67,566	68,258	68,353	68,276	68,101	67,819	67,420	66,896
Amortization of bond issue costs		1,743	1,553	1,083	998	927	775	560	474	419	224	171
Amortization of deferred concessionaire credits		(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)
Employee future benefit expense		3,730	3,942	3,942	3,942	3,942	4,021	4,101	4,183	4,267	4,352	4,439
Non-controlling interest in income of TPCC		162	178	196	216	237	261	287	316	347	382	420
Fair value adjustment on financial instruments												
Items not involving cash		**210,610**	**221,168**	**233,019**	**256,575**	**284,474**	**299,715**	**299,269**	**298,611**	**297,420**	**296,862**	**295,930**
Changes in non-cash working capital:												
(Increase)/decrease in accounts receivable		(1,999)	(2,058)	(2,120)	(2,184)	(2,249)	(2,317)	(2,386)	(2,458)	(2,532)	(2,608)	(2,686)
(Increase)/decrease in supplies inventory		(996)	(1,026)	(1,057)	(1,088)	(1,121)	(1,154)	(1,189)	(1,225)	(1,262)	(1,299)	(1,338)
(Increase)/decrease in prepaid expenses		(253)	(261)	(268)	(276)	(285)	(293)	(302)	(311)	(320)	(330)	(340)
Increase/(decrease) in accounts payable and accrued liabilities		7,494	7,718	7,950	8,188	8,434	8,687	8,948	9,216	9,493	9,777	10,071
Employee future benefit contributions		781	1,020	1,517	2,062	2,663	3,244	3,890	4,608	5,403	6,285	7,261
Changes in non-cash working capital		**5,027**	**5,394**	**6,021**	**6,702**	**7,442**	**8,167**	**8,961**	**9,830**	**10,782**	**11,825**	**12,968**
		123,379	**116,035**	**333,369**	**507,225**	**262,625**	**245,221**	**358,498**	**395,004**	**388,595**	**408,671**	**420,772**
Investing:												
Decrease/(increase) in long-term investments		(1,026)	(1,072)	(1,120)	(1,170)	(1,223)	(1,278)	(1,335)	(1,396)	(1,458)	(1,524)	(1,593)
Decrease/(increase) in debt reserve fund deposits		(4,044)	(4,276)	(5,253)	(4,556)	(1,179)	(2,208)	264	496	4,075	(143)	26
Purchase of capital assets		(262,679)	(271,927)	(549,059)	(492,005)	(205,409)	(109,361)	(103,932)	(136,432)	(102,709)	(72,384)	(47,401)
External funding of assets (non-govt funding)		0	0	0	0	0	0	0	0	0	0	0
		(267,749)	**(277,275)**	**(555,432)**	**(497,731)**	**(207,811)**	**(112,847)**	**(105,003)**	**(137,332)**	**(100,092)**	**(74,050)**	**(48,967)**
Financing:												
Short-term borrowing		7,914	47,294	0	0	0	0	0	0	0	0	0
Short-term debt repayments		(151,000)	(6,467)	(46,231)	(31,603)	(14,747)	(14,606)	(13,932)	(12,602)	(13,549)	(14,177)	(15,123)
Golden Ears Bridge contractor funding		(29,433)	(46,526)	(54,163)	(55,251)	(61,942)	(68,815)	(70,168)	(71,565)	(72,998)	(74,450)	(75,942)
Bonds issued		256,950	278,610	451,964	377,360	169,219	69,922	22,980	46,021	42,079	45,447	27,737
Issue costs on bonds issued												
Bonds matured		(4,391)	(2,067)	(32,120)	(37,939)	(72,230)	(23,487)	(75,345)	(131,940)	(194,528)	(52,529)	(129,812)
Sinking Funds maturities		0	0	30,053	36,197	71,249	21,208	74,296	131,193	192,614	51,938	128,739
Sinking Fund interest		(17,573)	(21,738)	(26,598)	(30,694)	(35,301)	(38,771)	(45,134)	(49,149)	(50,943)	(49,092)	(53,281)
Sinking Fund payments		(75,202)	(87,866)	(100,841)	(117,558)	(128,855)	(131,197)	(132,267)	(128,952)	(121,536)	(113,689)	(113,817)
		(12,735)	**161,241**	**222,063**	**140,512**	**(72,607)**	**(185,746)**	**(239,568)**	**(216,994)**	**(218,862)**	**(206,552)**	**(231,499)**
Increase/(decrease) in cash		**(157,105)**	**0**	**(0)**	**150,006**	**(17,793)**	**(53,371)**	**13,926**	**40,678**	**69,641**	**128,068**	**140,306**
Cash, beginning of period		**157,105**	**0**	**0**	**0**	**150,005**	**132,213**	**78,842**	**92,767**	**133,445**	**203,086**	**331,155**
Cash, end of period		**0**	**0**	**0**	**150,005**	**132,213**	**78,842**	**92,767**	**133,445**	**203,086**	**331,155**	**471,462**

The Statement of Cash Flows includes AirCare and TPCC

The Excess of Revenue over Expenses in 2010 includes $3.4M adjustments to the debt service costs to reflect latest forecast

APPENDIX 4 - PROJECTED BORROWING COMPARED TO BORROWING LIMIT AND SELECT FINANCIAL RATIOS

SCBCTA

	FORECASTS				OUTLOOK						
$ Millions	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Opening Gross Direct Borrowing	1,896	2,158	2,485	2,915	3,243	3,326	3,359	3,293	3,195	3,029	3,008
Retirements/Other	(3)	(7)	(41)	(49)	(86)	(37)	(89)	(144)	(208)	(66)	(145)
Short term borrowings	8	55	19	-	-	-	-	-	-	-	-
Borrowing in Yr - Capital	257	279	452	377	169	70	23	46	42	45	28
Closing Gross Direct Borrowing	2,158	2,485	2,915	3,243	3,326	3,359	3,293	3,195	3,029	3,008	2,891
Less: Sinking funds	(467)	(576)	(674)	(786)	(879)	(1,027)	(1,130)	(1,177)	(1,157)	(1,268)	(1,306)
Less: Debt Reserve Funds	(45)	(49)	(54)	(59)	(60)	(62)	(62)	(61)	(57)	(57)	(57)
Closing Net Direct Borrowing	1,647	1,860	2,187	2,398	2,388	2,269	2,101	1,956	1,815	1,683	1,527
Established Borrowing Limit	**2,800**	**2,800**	**2,800**	**2,800**	**2,800**	**2,800**	**2,800**	**2,800**	**2,800**	**2,800**	**2,800**
Reconciliation of Borrowing During Year to Annual Capital Expenditures:											
Captial Expenditures	400	363	650	574	276	135	104	136	103	72	47
Less: Sr Gov't Contributions	(145)	(88)	(202)	(200)	(109)	(66)	(81)	(91)	(61)	(27)	(20)
Less: Other Contributions	-	-	-	-	-	-	-	-	-	-	-
Net Expenditures	255	276	448	374	168	69	23	46	42	45	28
Add: Gross-up for Debt Reserve Fund	2	3	4	4	2	1	0	0	0	0	0
Net Borrowing amount for capital	257	279	452	377	169	70	23	46	42	45	28

APPENDIX 5

SCBCTA

CAPITAL CASH FLOWS - PROJECTS APPROVED AND PROPOSED

$ Thousands	FORECASTS 2010	2011	2012	2013	OUTLOOK 2014	2015	2016	2017	2018	2019	2020
Projects Approved or Underway	**389,391**	**210,684**	**176,795**	**28,486**	**1,170**	**-**	**-**	**-**	**-**	**-**	**-**
Transit											
Vehicles Conventional Expansion	-	-	12,437	23,521	-	-	-	-	-	-	-
Vehicles Conventional Replace	-	122	35,635	51,457	29,146	63,742	75,283	85,260	58,038	-	-
Vehicles Custom Expansion	-	-	-	-	-	-	-	-	-	-	-
Vehicles Custom Replace	-	71	8,661	9,900	11,413	5,968	7,265	12,471	11,857	16,691	11,950
Vehicles Community Shuttle Expansion	-	-	-	-	-	-	-	-	-	-	-
Vehicles Community Shuttle Replace	-	101	6,071	9,639	12,257	1,836	9,930	9,010	7,274	12,659	14,635
Exchanges	-	-	-	-	-	-	-	-	-	-	-
Depots	-	-	19,096	39,338	20,259	-	-	-	-	-	-
Heavy Fleet Maintenance Centre	-	-	-	-	-	-	-	-	-	-	-
Transit Small	-	2,621	24,383	19,974	12,816	4,882	1,311	3,119	3,256	15,467	1,535
Transit Minor	-	3,918	1,098	7,680	9,032	6,747	7,260	9,909	9,726	13,685	9,397
Transit and Pedestrian Corridor Upgrades	-	-	-	-	-	-	-	-	-	-	-
Innovations Capital	-	-	-	-	-	-	-	-	-	-	-
IT / ITS	-	4,687	2,769	2,939	1,126	580	597	615	633	652	672
Other	-	-	27,907	20,052	15,026	-	-	-	-	-	-
Subtotal Transit	**-**	**11,519**	**138,057**	**184,500**	**111,074**	**83,754**	**101,645**	**120,384**	**90,784**	**59,153**	**38,189**
Rapid Transit											
Vehicles MK1 Overhaul	-	3,272	18,553	16,058	6,458	6,247	5,317	6,069	-	-	-
Vehicles Hwy RapidBus Expansion	-	-	-	-	-	-	-	-	-	-	-
Capacity Upgrade for Supporting Infrastructure	-	-	-	-	-	-	-	-	-	-	-
Wayside Power Propulsion	-	-	-	-	-	-	-	-	-	-	-
Station & Station area Upgrades & Programs	-	6,386	78,598	60,694	25,436	-	(20,299)	-	-	-	-
Hwy 1 RapidBus	-	-	-	-	-	-	-	-	-	-	-
Evergreen Line	84	61,800	148,526	197,784	49,428	5,796	-	-	-	-	-
Other	-	-	1,118	3,455	-	334	5,261	354	2,170	3,725	-
Subtotal Rapid Transit	**84**	**71,458**	**246,796**	**277,990**	**81,323**	**12,378**	**(9,721)**	**6,424**	**2,170**	**3,725**	**-**
West Coast Express	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Bike Program	**-**	**3,000**	**6,000**	**6,000**	**6,000**	**6,000**	**-**	**-**	**-**	**-**	**-**
Roads											
Transit Priority Program	-	-	-	-	-	-	-	-	-	-	-
MRN Structures Replacement	-	-	-	-	-	-	-	-	-	-	-
MRN Major	-	-	-	-	-	-	-	-	-	-	-
MRN Major North Fraser Perimeter Road	-	39,780	41,371	43,026	44,747	-	-	-	-	-	-
MRN Minor	-	10,000	20,000	20,000	20,000	20,000	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Subtotal Roads	**-**	**49,780**	**61,371**	**63,026**	**64,747**	**20,000**	**-**	**-**	**-**	**-**	**-**
Bridges	**-**	**1,030**	**1,061**	**1,093**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
SeaBus	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Operating Subsidiaries and Contractors Minor Capital	**10,265**	**16,164**	**19,421**	**12,972**	**11,843**	**13,230**	**12,008**	**9,624**	**9,755**	**9,505**	**9,212**
Total Gross Cost	**399,739**	**363,636**	**649,501**	**574,067**	**276,156**	**135,361**	**103,932**	**136,432**	**102,709**	**72,384**	**47,401**
Contribution											
Fed	(123,332)	(66,569)	(168,207)	(180,181)	(101,712)	(66,027)	(81,010)	(90,738)	(60,918)	(27,231)	(19,782)
Prov	(21,809)	(21,039)	(33,650)	(20,214)	(6,789)	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Contribution	**(145,141)**	**(87,608)**	**(201,857)**	**(200,395)**	**(108,501)**	**(66,027)**	**(81,010)**	**(90,738)**	**(60,918)**	**(27,231)**	**(19,782)**
Total Net Cost	**254,599**	**276,029**	**447,644**	**373,672**	**167,656**	**69,334**	**22,921**	**45,694**	**41,791**	**45,153**	**27,619**

Appendix 5A

INCREMENTAL CAPITAL CASH FLOWS - PROJECTS APPROVED AND PROPOSED

$ Thousands			2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	TOTAL
Projects Approved or Underway			-	-	-	-	-	-	-	-	-	-	-	-
Transit														
Vehicles	Conventional	Expansion	-	-	12,437	23,521	-	-	-	-	-	-	-	35,958
Vehicles	Conventional	Replace	-	-	-	-	-	-	-	-	-	-	-	-
Vehicles	Custom	Expansion	-	-	-	-	-	-	-	-	-	-	-	-
Vehicles	Custom	Replace	-	-	-	-	-	-	-	-	-	-	-	-
Vehicles	Community Shuttle	Expansion	-	-	-	-	-	-	-	-	-	-	-	-
Vehicles	Community Shuttle	Replace	-	-	-	-	-	-	-	-	-	-	-	-
Exchanges			-	-	-	-	-	-	-	-	-	-	-	-
Depots			-	-	-	-	-	-	-	-	-	-	-	-
Heavy Fleet Maintenance Centre			-	-	-	-	-	-	-	-	-	-	-	-
Transit Small			-	-	-	-	-	-	-	-	-	-	-	-
Transit Minor			-	-	-	-	-	-	-	-	-	-	-	-
Transit and Pedestrian Corridor Upgrades			-	-	-	-	-	-	-	-	-	-	-	-
Innovations Capital			-	-	-	-	-	-	-	-	-	-	-	-
IT / ITS			-	-	-	-	-	-	-	-	-	-	-	-
Other			-	-	19,420	11,856	6,584	-	-	-	-	-	-	37,860
Subtotal Transit			**-**	**-**	**31,857**	**35,377**	**6,584**	**-**	**-**	**-**	**-**	**-**	**-**	**73,819**
Rapid Transit														
Vehicles	MK1	Overhaul	-	-	-	-	-	-	-	-	-	-	-	-
Vehicles	Hwy RapidBus	Expansion	-	-	-	-	-	-	-	-	-	-	-	-
Capacity Upgrade for Supporting Infrastructure			-	-	-	-	-	-	-	-	-	-	-	-
Wayside Power Propulsion			-	-	-	-	-	-	-	-	-	-	-	-
Station & Station area Upgrades & Programs			-	3,811	75,946	60,694	25,436	-	(20,299)	-	-	-	-	-
Hwy 1 RapidBus			-	-	-	-	-	-	-	-	-	-	-	-
Evergreen Line			84	61,800	148,526	197,784	49,428	5,796	-	-	-	-	-	463,418
Other			-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Rapid Transit			**84**	**65,611**	**224,472**	**258,477**	**74,864**	**5,796**	**(20,299)**	**-**	**-**	**-**	**-**	**609,006**
Commuter Rail			**-**	-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Bike Program			**-**	**-**	**3,000**	**3,000**	**3,000**	**3,000**	**-**	**-**	**-**	**-**	**-**	**12,000**
Roads														
Transit Priority Program			-	-	-	-	-	-	-	-	-	-	-	-
MRN Structures Replacement			-	-	-	-	-	-	-	-	-	-	-	-
MRN Major			-	-	-	-	-	-	-	-	-	-	-	-
MRN Major	North Fraser Perimeter Road		-	39,780	41,371	43,026	44,747	-	-	-	-	-	-	-
MRN Minor			-	-	10,000	10,000	10,000	10,000	-	-	-	-	-	40,000
Other			-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Roads			**-**	**39,780**	**51,371**	**53,026**	**54,747**	**10,000**	**-**	**-**	**-**	**-**	**-**	**208,924**
Bridges			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Marine			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Operating Subsidiaries and Contractors Minor Capital			**-**	**-**	-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Total Gross Cost			**84**	**105,391**	**310,701**	**349,881**	**139,196**	**18,796**	**(20,299)**	**-**	**-**	**(0)**	**-**	**903,749**
Contribution														
Fed			-	(25,433)	(50,228)	(65,207)	(33,988)	-	-	-	-	-	-	(174,857)
Prov			-	(1,253)	(14,053)	(18,323)	(6,789)	-	-	-	-	-	-	(40,418)
Other			-	-	-	-	-	-	-	-	-	-	-	-
Total Contribution			**-**	**(26,686)**	**(64,281)**	**(83,531)**	**(40,777)**	**-**	**-**	**-**	**-**	**-**	**-**	**(215,275)**
Total Net Cost			**84**	**78,705**	**246,419**	**266,350**	**98,419**	**18,796**	**(20,299)**	**-**	**-**	**(0)**	**-**	**688,474**

APPENDIX 6: TRANSIT SERVICE HOURS

SCBCTA

	FORECASTS				OUTLOOK						
Thousands of Hours	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**
Conventional Bus	4,375	4,371	4,563	4,772	4,772	4,772	4,772	4,772	4,772	4,772	4,772
Community Shuttle	555	555	579	579	579	579	579	579	579	579	579
Total Bus	4,931	4,927	5,142	5,351	5,351	5,351	5,351	5,351	5,351	5,351	5,351
SkyTrain E&M	1,129	1,129	1,129	1,129	1,129	1,129	1,129	1,129	1,129	1,129	1,129
Canada Line	174	180	189	189	189	189	189	189	189	189	189
Evergreen Line	0	0	0	0	0	138	138	138	138	138	138
UBC/Surrey	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total Rapid Transit	1,303	1,309	1,318	1,318	1,318	1,456	1,456	1,456	1,456	1,456	1,456
SeaBus	11	11	11	11	11	11	11	11	11	11	11
West Coast Express	42	47	47	47	47	47	47	47	47	47	47
Total Conventional Service	6,287	6,294	6,518	6,727	6,727	6,865	6,865	6,865	6,865	6,865	6,865
Custom	598	613	613	613	613	613	613	613	613	613	613
Total Service Hours	**6,885**	**6,907**	**7,131**	**7,340**	**7,340**	**7,478**	**7,478**	**7,478**	**7,478**	**7,478**	**7,478**

APPENDIX 6A: TRANSIT SERVICE HOURS (THOUSANDS)
INCREMENTAL CHANGE BETWEEN THE BASE PLAN AND SUPPLEMENTAL PLAN

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Conventional Bus	0	0	192	400	400	400	400	400	400	400	400
Community Shuttle	0	0	24	24	24	24	24	24	24	24	24
Total Bus	0	0	216	424	424	424	424	424	424	424	424
SkyTrain E&M	0	0	0	0	0	0	0	0	0	0	0
Canada Line	0	0	0	0	0	0	0	0	0	0	0
Evergreen Line	0	0	0	0	0	138	138	138	138	138	138
UBC/Surrey	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total Rapid Transit	0	0	0	0	0	138	138	138	138	138	138
SeaBus	0	0	0	0	0	0	0	0	0	0	0
West Coast Express	0	0	0	0	0	0	0	0	0	0	0
Total Conventional Service	0	0	216	424	424	562	562	562	562	562	562
Custom	0	0	0	0	0	0	0	0	0	0	0
Total Service Hours	**0**	**0**	**216**	**424**	**424**	**562**	**562**	**562**	**562**	**562**	**562**

Appendix 7: Schedule of Transit Fares and Projected Fare Revenues

Year	2010	2011	2012	2013
FARE SCHEDULE[1]				
Conventional Transit				
Cash Fares				
1 Zone Adult	$2.50	$2.50	$2.50	$2.50
2 Zone Adult	$3.75	$3.75	$3.75	$3.75
3 Zone Adult	$5.00	$5.00	$5.00	$5.00
Monthly FareCard				
1 Zone Adult	$81.00	$81.00	$81.00	$99.00
2 Zone Adult	$110.00	$110.00	$110.00	$134.00
3 Zone Adult	$151.00	$151.00	$151.00	$184.00
Canada Line YVR Add Fare[2]	$5.00	$5.00	$5.00	$5.00
Custom Transit Service				
Cash Fares				
Within 1 zone	$2.50	$2.50	$2.50	$2.50
Between 2 adjacent zones	$2.50	$2.50	$2.50	$2.50
Between 3 adjacent zones	$3.75	$3.75	$3.75	$3.75
Between 4 adjacent zones	$5.00	$5.00	$5.00	$5.00
Monthly FareCard				
Within 1 zone	$81.00	$81.00	$81.00	$99.00
Between 2 adjacent zones	$81.00	$81.00	$81.00	$99.00
Between 3 adjacent zones	$110.00	$110.00	$110.00	$134.00
Between 4 adjacent zones	$151.00	$151.00	$151.00	$184.00
West Coast Express (WCE) Service				
Cash Fares - One Way				
1 Zone Adult	$5.00	$5.00	$5.00	$5.00
2 Zones Adult	$5.00	$5.00	$5.00	$5.00
3 Zones Adult	$6.75	$6.75	$6.75	$6.75
4 Zones Adult	$8.25	$8.25	$8.25	$8.25
5 Zones Adult	$11.25	$11.25	$11.25	$11.25
Weekly Pass				
1 Zone Adult	$42.25	$42.25	$42.25	$47.50
2 Zones Adult	$42.25	$42.25	$42.25	$47.50
3 Zones Adult	$58.00	$58.00	$58.00	$62.50
4 Zones Adult	$70.50	$70.50	$70.50	$77.50
5 Zones Adult	$97.50	$97.50	$97.50	$105.00
28 Day Pass				
1 Zone Adult	$134.75	$134.75	$134.75	$164.00
2 Zones Adult	$134.75	$134.75	$134.75	$164.00
3 Zones Adult	$178.75	$178.75	$178.75	$218.00
4 Zones Adult	$217.00	$217.00	$217.00	$265.00
5 Zones Adult	$298.50	$298.50	$298.50	$364.00
PROJECTED FARE REVENUES[1]				
(thousands)				
Short-term fare Revenue	$ 177,209	$ 182,617	$ 203,830	$ 178,016
Other Fare Revenue	$ 235,160	$ 243,053	$ 257,015	$ 351,502
Total	$ 412,369	$ 425,670	$ 460,845	$ 529,518
Short-term Fares as Percentage of Total	43.0%	42.9%	44.2%	33.6%

[1]In 2013, the average fare is forecasted to increase by an average of 12 per cent, as assumed in the 2010 Funding Stabilization Plan and approved by the Mayor's Council in October 2009. The specific allocation of increases amongst different fare products will be determined in 2012 based on a Fare Revenue Review and analysis of fare revenue data and will be submitted to the Regional Transportation Commissioner for approval, as required. For the purposes of this fare and revenue schedule, the fare rates shown for 2013 are based on no increases to the short-term fares; the 12 per cent average increase is derived from increases to long-term fares with the elimination of the discounted fare saver tickets and day passes.

[2]Canada Line YVR Add Fare is applicable only to outbound travel from YVR