

Funding Stabilization



2010 10-Year Transportation and Financial Supplemental Plan

For the purpose of the BC *South Coast British Columbia Transportation Authority Act*, this 2010 10-Year Transportation and Financial Supplemental Plan constitutes a Supplemental Plan prepared in 2009 for the 2010 to 2019 period. If approvals are received from the Mayors' Council on Regional Transportation and the Regional Transportation Commissioner, this Plan, together with the 2010 10-Year Transportation and Financial Base Plan, will serve as TransLink's Strategic Plan.



July 31, 2009

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

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1. Introduction

Relationship to Base Plan

This Supplemental Plan, known as the Funding Stabilization Plan, is incremental to the Base Plan and identifies additional revenues that will be accessed and the expenditures that will be enabled by these revenues.

This document is a Supplemental Plan to the 2010-10 Year Transportation and Financial Base Plan (Base Plan). While the *South Coast British Columbia Transportation Authority Act* (the *SCBCTA Act*) requires TransLink to annually prepare a Base Plan that uses only established funding resources within the current borrowing limit, the legislation also allows for a Supplemental Plan if TransLink proposes expenditures beyond the Base Plan.

If approved by the Mayors' Council, this Supplemental Plan, together with the Base Plan, will become TransLink's Strategic Plan. If the Mayors' Council does not approve a Supplemental Plan, the Base Plan becomes TransLink's Strategic Plan and will be implemented, beginning immediately, requiring substantial cuts in services, programs and investments.

Purpose

A plan entitled 2010-10 Year Transportation and Financial Plan (with Supplement) *On Track to a Sustainable Region* has been prepared for submission to the Mayors' Council for approval. *On Track to a Sustainable Region* includes an Expansion Program, as well as a Maintenance and Upgrade Program that, together, would advance the region towards the Transport 2040 goals over the next 10 years. Supplementary revenues proposed in *On*

Track to a Sustainable Region include rate increases to existing sources as defined by the *SCBCTA Act* and a new motor vehicle charge (Transportation Improvement Fee) as allowed under Section 29(3).

This Supplemental Plan, the Funding Stabilization Plan, proposes increases to parking sales tax, transit fares, and fuel tax, beyond what is permissible under a Base Plan. Other revenue sources are as in the Base Plan and the Transportation Improvement Fee is not introduced.

The purpose of the Funding Stabilization Plan is to increase revenues from existing sources to enable TransLink to minimize reductions to services and programs as much as possible while TransLink continues to pursue sufficient funding and prepares future supplemental plans that will renew progress toward the Transport 2040 goals.

Summary of Expenditures

The Funding Stabilization Plan enables TransLink to restore the majority of the reductions in transit service that are necessitated under the Base Plan and lowers the reductions to the road and cycling programs. Under this Plan, TransLink remains active in all program areas although all areas of TransLink's business will be impacted.

While the Funding Stabilization Plan provides sufficient funding to keep TransLink largely whole in the near term, this plan falls well below TransLink's objective to help build a sustainable region and be on track to the goals of Transport 2040. In addition, this Plan does not enable TransLink to keep pace with the population and employment growth in the region.

Summary of Funding Sources

The need for significant additional revenues to sustain the transportation system has been known since the time that TransLink's Ten Year Outlook to 2013 was prepared in 2004. Projections to 2013, provided in the 2008 Plan, indicated that without new sustained revenue sources, TransLink would incur annual deficits and consume its cumulative surplus by 2012.

Current projections indicate that incremental revenues in the order of \$450 million per year are required to fully implement *On Track to a Sustainable Region*. TransLink has not confirmed supplemental revenues at this level.

This Funding Stabilization Plan identifies approximately \$130 million per year in additional revenues through accessing rate increases from revenue sources currently in place as allowed by the *SCBCTA Act*. The

projected revenue from these sources will fund the expenditures required to maintain assets in good repair and reduce the severity of cuts to programs and services that would be required under the Base Plan. The revenue projections under the Funding Stabilization Plan are not sufficient to maintain programs and services at current levels for the duration of the Plan nor are they sufficient to undertake upgrades to existing infrastructure and services or expansion.

The following increases to funding sources are proposed under the Funding Stabilization Plan:

- Fuel tax revenues – increase rate by 3 cents/litre effective January 1, 2010.
- Fare revenues – increase of 7 per cent, with rate increases in 2010 and 2013, over what is legislatively permitted under a base plan.
- Parking sales tax – increase from 7 per cent to 21 per cent in January 2010.



2. Transportation Investments and Services

The transportation program under the Funding Stabilization Plan is as described under Section 2.2 of the Base Plan, except in the areas of transit services, cycling, and roads & bridges. The following section describes the services and investments under this Funding Stabilization Plan that are in addition to the Base Plan.

Transit Services

Annual transit service hours are 47 per cent higher, from 2011 onwards, under the Funding Stabilization Plan, as compared to the Base Plan (Table 1). Most of this difference results from conventional bus and community shuttle services remaining at 2009 levels as opposed to the drastic cuts that occur under the Base Plan. This Plan assumes the same level of rapid transit service hours as the Base Plan.

Table 1 – Annual Transit Service Hour Projections

Service Hours in thousands	2009	2010	2019	2019	% Change Over Base Plan
		Base and Supplemental		Base Plan Only	
Conventional Bus & Community Shuttle	4,909	5,077	4,909	2,906	69%
SkyTrain Expo & Millennium Lines	969	1,149	1,156	1,156	0%
Canada Line	61	184	184	184	0%
Total Rapid Transit	1,030	1,332	1,340	1,340	0%
SeaBus	10.6	10.6	10.6	10.6	0%
West Coast Express	39.4	38.0	40.7	29.7	37%
Total Conventional Transit	5,989	6,458	6,300	4,286	47%
Custom Transit (HandyDART)	632	645	645	453	43%
Total Service Hours	6,620	7,103	6,947	4,739	47%

Bus Services

The Base Plan eliminates 2 million annual hours of bus service, which equates to approximately 40 per cent of the 2009 levels. The additional resources that are made available in this Funding Stabilization Plan enable TransLink to avoid making the cuts contained in the Base Plan and instead allow for bus service levels to be held at the 2009 levels of 4.91 million annual hours through 2019. TransLink will temporarily increase the capacity of the system as part of the Olympic strategic initiative. The 5 per cent increase in bus hours associated with this initiative was intended to be a permanent expansion to better serve demand; however, the funding constraints necessitate that these increases be only temporary and all additional services introduced for the Olympics will be removed.

TransLink will conduct a strategic bus network review in 2010 to identify how to most effectively address existing and future regional demand with a static level of resources. The goal of the review will be to identify where current resources can be reallocated from lower productivity corridors and services to higher productivity areas. TransLink estimates that a redistribution of bus services in the order of 4 per cent to 5 per cent of the current annual hours will be required, starting in 2011, in order to meet the funding constraints of this plan. Under this Plan, ridership is projected to be 240 million (total passenger revenue trips) by 2019, which is higher than the Base Plan by 62 million trips (Table 2).

Principles for Network Efficiency Review

The review of the regional bus system, and the subsequent plans for reallocation of resources that will result, will be informed by key transit policies and programs and by regional objectives. These include the Transit Service Guidelines, Area Transit Plans, the frequent transit network policy and the Regional Growth Strategy.

Regional Connector Services

Under the Base Plan, the seven additional West Coast Express commuter rail cars that are currently on order are sold. In the Funding Stabilization Plan, sufficient revenues are in place to retain these cars and put them into service sometime after their expected arrival in summer/fall of 2010. These cars have been purchased to relieve current capacity constraints. In addition to this change, the TrainBus service hours that are reduced in the Base Plan are restored to current levels under this plan.

Custom Transit (HandyDART)

This plan will maintain the HandyDART services at the December 2009 level of 645,000 annual hours. This figure is 43 per cent higher than the levels in the Base Plan from 2013 onwards.

Cycling

Under the Base Plan, funding for cycling improvements is reduced to \$1 million a year from \$6 million. This Funding Stabilization Plan maintains the funding levels at the current \$6 million level for 2010. In 2011 the annual program funding is cut to \$3 million, and held at that level throughout the duration of this plan.

Table 2 – Transit Ridership Forecasts: Funding Stabilization Supplemental

(millions)	2009	2010	2019	2019	2019
		Base and Supplemental		Base Plan Only	Difference
System Total: Revenue Passengers Trips	192	216	240	178	62
Individual Passenger Boardings by Mode*					
Conventional Bus & Community Shuttle	229	239	266	162	104
SkyTrain Expo & Millennium Lines	78	86	87	87	0
Canada Line	9	28	44	44	0
Total Rapid Transit	87	114	130	130	0
SeaBus	5.5	5.6	5.6	5.6	0.0
West Coast Express	2.7	2.7	2.9	2.7	0.2
Custom Transit (HandyDART)	1.5	1.6	1.6	1.4	0.2
System Total: Passenger Boardings	325.4	363.0	406.0	301.9	104.1

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

Roads and Bridges

Operation, Maintenance and Rehabilitation of Major Road Network

The Base Plan includes a cut in the Operation, Maintenance and Rehabilitation (OMR) funding level to \$4,970 per lane-kilometre (25 per cent of the 2009 optimal level of \$19,100 per lane-kilometre) of the Major Road Network (MRN). Under this Funding Stabilization Plan, TransLink will maintain its operations, maintenance and rehabilitation (OMR) funding for the MRN to the municipalities at the 2010 levels of

\$13,800 per lane-kilometre on the current network and committed projects. This funding level will include an annual 2 per cent inflation factor.

Road Capital Programs

The Base Plan eliminates all Minor Road Capital starting in 2010. In this Funding Stabilization Plan sufficient funding is available to restore the MRN Minor Capital Program to its current level of \$20 million for 2010. However from 2011 through 2019 this program will be reduced to an annual level of \$10 million.

3. Financial Strategy

2010-2019 Revenues and Expenditures

The rate increases to fuel tax, parking sales tax, and transit fares included in the Funding Stabilization Plan will generate additional revenues in the order of \$130 million in 2010. Under this Plan total revenues will be \$1.67 billion by 2019 (Table 3). This is \$300 million higher than is projected for 2019 under the Base Plan (Table 4). Approximately half of this \$300 million difference is due to the supplemental rate increases and the balance is from higher ridership. These incremental revenues provide funding for the additional expenditures described above in the Transportation Investments and Services section of this document. Expenditures are also summarized below, following the description of revenues.

The full set of financial statements that support this Funding Stabilization Plan are included as appendices to this document. Table 3 below summarizes the Statement of Operations for total revenues and expenditures under the Funding Stabilization Plan (i.e. including Base Plan revenues and expenditures). Table 4 summarizes the changes between the Base Plan and Funding Stabilization Plan Statement of Operations. For ease of reference, the years representing the starting year (2010), midpoint (2015) and the 10th year (2019) are shown in these tables, with a detailed breakdown by year provided in Appendices 2 and 2-A.

Table 4. Statement of Operations for Year 2010, 2015, and 2019 – Incremental Change between Base Plan and Funding Stabilization Program

Motor Fuel Tax Revenue

Under the Funding Stabilization Plan the fuel tax is increased in 2010 by an additional 3 cents per litre, as allowable under the *SCBCTA Act*, to 15 cents per litre. This increase will generate additional revenue that averages \$67 million per year. The increases to other revenue sources (parking sales tax and transit fares) as well as revenues from the Golden Ears Bridge will ensure that TransLink maintains compliance with Section 27.1 of the *SCBCTA Act* which requires that incremental outcome revenues are at least twice as much as the tenth year of additional fuel tax revenue.

Motor fuel tax revenue is forecast to be \$265 million in 2009. With 3 cents/litre in additional fuel tax, motor fuel tax revenues are projected to be \$65 million higher in 2010, for a total of \$323 million. By 2019, the 3 cents/litre rate increase will generate an additional \$73 million, for total motor fuel tax revenues is of \$374 million in 2019. The increase between 2010 and 2019 reflects increased fuel consumption. Fuel consumption growth is driven by higher travel demand, which grows with population growth and with the increase in real disposable income in the longer term. Factors such as fuel efficiency, density, cost of fuel and transit investments offset this increased rate of fuel consumption, albeit at a slower pace.

Table 3 – Statement of Operations for Year 2010, 2015, and 2019

<i>in thousands</i>	2010	2015	2019
Revenues			
Motor Fuel Tax	321,880	346,630	371,830
Property Tax	271,060	314,233	353,672
Other Tax	82,953	89,382	94,943
Transportation Improvement Fee	-	-	-
New Revenue	-	-	-
Taxation and Fees	675,893	750,244	820,444
Fares	442,751	541,769	621,097
Advertising and Other	12,243	14,057	16,335
Transit	454,994	555,825	637,432
Real Estate Revenues	-	-	-
Tolls - Bridges	46,651	74,785	94,199
Capital Contributions	134,289	99,124	39,884
Operating Contributions	18,348	18,348	18,715
Interest Income	24,382	46,170	55,522
Total Revenues	1,354,556	1,544,497	1,666,197
Expenditures			
Roads & Bridges	139,434	67,351	73,252
Transit Operations	836,927	909,533	974,242
TransLink	65,238	71,254	76,649
Transit Police	29,840	33,092	35,820
Total Operating Expenditures	1,071,438	1,081,231	1,159,963
Surplus/(Deficit) before Debt Service Costs	283,118	463,266	506,234
Debt Service Costs	437,358	495,772	474,584
Surplus/(Deficit) before Other Items	(154,240)	(32,506)	31,649
Proceeds from Disposal of Surplus Assets	-	-	-
Surplus/(Deficit) before Funding Adjustments	(154,240)	(32,506)	31,649
Funding Adjustments	70,276	(18,376)	50,327
Funded Surplus/(Deficit)	(83,964)	(50,882)	81,976
Cumulative Funded Surplus	197,806	15,829	128,659
<i>Note. Cumulative Funded Surplus varies from 2010 to 2019, with a high of \$198 million in 2010 and a low of \$12 million in 2016.</i>			

Table 4 – Statement of Operations for Year 2010, 2015, and 2019 – Incremental Change between Base Plan and Funding Stabilization Program

<i>in thousands</i>	2010	2015	2019
Revenues			
Motor Fuel Tax	63,180	67,290	72,570
Property Tax	-	-	-
Other Tax	30,845	34,055	36,862
Transportation Improvement Fee	-	-	-
New Revenue	-	-	-
Taxation and Fees	94,025	101,345	109,432
Fares	44,700	161,657	189,842
Advertising and Other	-	-	-
Transit	44,700	161,657	189,842
Real Estate Revenues	-	-	-
Tolls - Bridges	-	-	-
Capital Contributions	19,002	-	-
Operating Contributions	-	-	-
Interest Income	677	230	898
Total Revenues	158,403	263,233	300,172
Expenditures			
Roads & Bridges	45,843	33,690	34,228
Transit Operations	61,298	232,106	251,342
TransLink	3,031	9,575	10,099
Transit Police	-	-	-
Total Operating Expenditures	110,172	275,371	295,669
Surplus/(Deficit) before Debt Service Costs	48,231	(12,138)	4,503
Debt Service Costs	1,435	5,869	8,536
Surplus/(Deficit) before Other Items	46,797	(18,008)	(4,033)
Proceeds from Disposal of Surplus Assets	2,882	-	-
Surplus/(Deficit) before Funding Adjustments	49,679	(18,008)	(4,033)
Funding Adjustments	5,763	8,878	6,075
Funded Surplus/(Deficit)	55,441	(9,129)	2,042
Cumulative Funded Surplus	54,766	(11,954)	(11,568)

Parking Sales Tax Revenue

The Parking Sales Tax raised an estimated \$15.1 million in 2009. The *SCBCTA Act* permits TransLink to set a tax rate up to 21 per cent on the purchase price of parking. TransLink was recently advised by the Consumer Taxation Branch that any sales tax rate above 12 per cent will incur Goods and Service Tax (GST).

Under the Base Plan the parking sales tax remains at 7 per cent. The Funding Stabilization Plan will increase the parking sales tax to 21 per cent on January 1, 2010. This rate increase will generate an additional \$31 million in 2010. The impact of assumed 2 per cent annual inflation will result in incremental revenues of \$37 million by 2019.

Transit Revenue

Transit revenues will total \$394 million in 2009, with transit fares generating \$383 million and advertising revenue generating a further \$11 million. By maintaining transit service at 2009 levels and implementing a supplemental fare increase as described below, the increment in transit revenue over the Base Plan is expected to be \$45 million in 2010. This increment grows to \$190 million by 2019, reflecting the combined impact of ridership growth and proposed fare increases.

Under the *SCBCTA Act*, a supplement is not required if proposed increases to short-term (shorter than three days) fares do not exceed two per cent per year. Fare increases greater than two per cent are one component of the Funding Stabilization Plan.

Fare increases that will provide an additional 7 per cent increase over 2009 transit revenues are proposed. This will generate approximately \$260 million over the 10-year period. The supplemental increases will occur in 2010 (5.2 per cent) and 2013

(6.4 per cent) over and above the increases assumed in the Base Plan. In 2010, this additional revenue will be generated by fare increases to both FareSaver Tickets and Monthly passes, while cash fares will be held constant. This will allow TransLink to still maintain a significant discount on pre-paid media. The past policy of promoting pre-paid fare media has resulted in discount rates that are larger than the region has had historically and are higher than average for its Canadian peer group as shown in Figure 1. The application of the average fare increase after 2010 (from increases under both the Base Plan and the Funding Stabilization Plan) to specific fare products will be determined in the year preceding the expected increase and will be based on the fare policy review and analysis of fare revenue data.

Over the 2010-2019 period, TransLink will be embarking on a fare policy review, taking into account flexibility advantages that come with new technology such as the smartcard that is scheduled to be in place in 2013.

Figure 1 – TransLink Pass Discount Rates in Major Canadian Regions



Incremental Canada Line revenue is included in total fare revenue and is based on business case forecasts for this project. Forecasts include the impact of the additional fare to be charged for passengers using the Richmond-YVR leg of the line, to go into effect in January 2010.

Revenue projections also reflect the impact of the efficiency reallocation of 4.5 per cent of service hours in 2011. Reallocating service hours from low productivity services to higher productivity services will increase the overall average boardings per service hour.

Other Revenues

Property tax, Hydro Levy, Replacement Tax, Mission Subsidy, tolls and senior government contributions are unchanged and are as described in the Base Plan. Interest income changes by less than \$1 million by 2019.

Transit Operations Expenditures

Under the Funding Stabilization Plan transit operating expenditures are \$775 million in 2009 and increase to \$974 million by 2019. Expenditures by 2019 are \$251 million higher than the Base Plan. Bus Division expenditures account for \$249 million of the increase, as service hours are held at 2009 levels and are not reduced as under the Base Plan. The balance of the increase over the Base Plan reflects the operating cost impact of the seven additional West Coast Express cars, which will be placed in service rather than sold as contemplated in the Base Plan.

Improvements in operational efficiency and effectiveness will continue to be a priority. An organizational review is underway and will be complete by December 2009.

Resources will be realigned, as necessary, to enable TransLink and its subsidiaries to more effectively execute TransLink's mandate. Key performance indicators will continue to be used to monitor performance, identify improvement opportunities and allow for benchmarking.

Roads and Bridges Expenditures

Incremental expenditure in roads and bridges is between \$33 and \$45 million over the Base Plan, depending on the year. Increases in expenditures are attributable to the renewal of funding (albeit at a lower amount) to the Minor Road and Bike Capital Programs and continuing funding for roads operations, maintenance, and rehabilitation (OMR). As discussed above, TransLink would provide OMR funding for the Major Road Network to municipalities at a rate of \$13,800 per lane kilometre in 2010, and increasing annually by 2 per cent.

TransLink and Transit Police Expenditures

Under the Funding Stabilization Plan, TransLink expenditures are on average \$8.5 million per year higher than under the Base Plan. This reflects the significant difference between the Base plan and Funding Stabilization Plan assumptions on cost reductions. The Base Plan includes a 20 per cent reduction to TransLink divisions and the near elimination of special project funding. Under the Funding Stabilization Plan efficiency gains will reduce the TransLink cost structure by 2 per cent in 2011 and further 0.5 per cent reductions each year to 2016. The compounding impact of the escalating efficiency gains will equate to a 5 per cent savings by 2016.

These targeted savings will be achieved through an on-going focus on efficiency and effectiveness. An organizational review is underway and will be complete by December 2009. Resources will be realigned as necessary to enable TransLink to more effectively execute its mandate.

Debt Service

Interest Expense

Interest expenses increases by \$79 million between 2009 and 2019, \$8 million more than the Base Plan. The higher interest cost

compared to the Base Plan reflects the additional \$139 million in net capital expenditures proposed in the Funding Stabilization Plan

Depreciation Expense

Depreciation expense increases by \$110 million between 2009 and 2019. The \$1 million increase compared to the Base Plan reflects the larger capital program described above and detailed in Appendices 6 and 6-A.

Proceeds From Disposal of Surplus Assets

As the implementation of TransLink's Real Estate Program is contingent on the development of the full rapid transit network, current surplus properties will be disposed of rather than retained. The proceeds from the sale of five surplus properties are estimated at \$200 million, which is consistent with the Base Plan. However, as the sale of the seven WCE cars anticipated in the Base Plan is not proposed in the Funding Stabilization Plan, the projected \$2.9 million loss on sale will not occur.

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 generally accepted accounting principles (GAAP), 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. Appendix A-5 provides a detailed break-out of the various funding adjustment components.

Funding adjustments vary marginally from the Base Plan, averaging \$8 million per year higher.

Balance Sheet and Cash Flow Statement

Balance Sheet

Total assets will increase by \$47.5 million between 2009 and 2019 over the Base Plan, bringing the net total assets to \$5.2 billion by the end of 2019. The increase in capital assets over the Base Plan of \$19.5 million represents additions of \$29.6 million less \$10.1 million in amortization of capital assets during the 10-year period. The balance of the increase in total assets is a \$36.8 million increase in sinking and debt reserve funds and the \$8.8 million decrease in cash and short-term investments.

By 2019, total liabilities are \$144 million higher than in the base plan, with the increase in long-term (direct) debt representing most of this increase.

The Funding Stabilization Plan stays within the existing debt limit of \$2.8 billion, reaching a peak in 2011 at slightly under \$2 billion.

Cash Flow Statement

Cash decreases by \$8.8 million between 2009 and 2019 compared to the Base Plan. The Funding Stabilization Plan is cash positive throughout, with the exception of 2012, where the projections indicate zero surplus cash. TransLink actively manages its cash situation and will access its short-term borrowing facility.

The incremental changes to the capital program are \$7 million. However, an

additional \$133 million in major road expenditures, which are expensed in compliance with GAAP, pushes the total capital expenditures to \$2.9 billion. Federal and provincial funding finances \$1.2 billion and other—mostly concessionaire—provides funding of \$0.3 billion.

Cash from operations over this period is \$8.8 million lower than in the base plan leaving a \$281 million cash surplus in 2019.

Assumptions and Risks

The key inputs to the projections are the initiatives and activities documented in the preceding sections, underlying economic assumptions and assumptions driven by TransLink.

Economic assumptions have been developed through research from a variety of sources. A primary source has been the Province of British Columbia's Three-Year Plan estimates, which reflect consensus opinion of a blue-ribbon panel of economic advisors. Fuel volumes reflect the output from the multi-variable forecasting tool described in the Base Plan.

Table 5 indicates the key assumptions and the impact of a 1 per cent increase to those assumptions.

Table 5 – Key Assumptions for the 2010 Funding Stabilization Plan

Factor	Assumption % Change/Rate per Year					Sensitivity 1% \$ million / yr
	2010	2011	2012	2013-2019		
Goods and Services Inflation	2%	2%	2%	2%		3.4
Construction Inflation (excluding road construction)	3%	3%	5%	3%		1.4
Road Construction Inflation	2%	2%	2%	2%		2.5
Hydro Cost	8%	6.56%	6.75%	2%		0.8
Diesel Cost	\$1.13/L	\$1.15/L	\$1.21/L	\$1.31/L to \$1.47/L*		3.3
Interest Rates						
• Short Term	2.25%	3.50%	4.50%	4.50%		0.2
• Long Term	5.50%	5.50%	5.50%	5.50%		12.2
Regional Fuel Consumption						
• Gasoline (million litres)	1,824	1,836	1,847	1,888 to 2,122		3.5
• Diesel (million litres)	322	326	329	332 to 356		0.7

* The pretax cost per litre is projected to grow with general inflation of 2% starting 2015.

Other Major Assumptions Driven by TransLink

Other key assumptions driven by TransLink are provided below:

- Operation, maintenance and rehabilitation funding for roads is maintained at the 2009 rate and a 2 per cent allowance for inflation is provided.
- Continuation of the Federal Gas Tax Funding Program at the 2009-2010 level of \$124 million per year, with all of the funds directed to TransLink. This full level of funding cannot be utilized due to the limited nature of the Funding Stabilization Plan capital program.
- Senior government funding for announced and projects underway, such as SkyTrain vehicle purchases, new SeaBus and SkyTrain station upgrades.
- The incremental cost of providing additional transit service during the 2010 Winter Games period will be fully recovered through additional fare and advertising revenues and reimbursement from VANOC.

Risk Factors

Risk factors include:

- Fuel Tax Revenue – This major risk factor is the impact of changes in fuel tax revenue assumptions. Assumptions for fuel tax revenue are based on the cost of fuel, vehicle kilometres travelled (VKT) and the increase of average fuel efficiencies. As the projected fuel consumption for gasoline vehicles increases by 1 per cent, the impact on the cumulative surplus would be \$35 million. Fuel price assumptions also have a significant impact on the cumulative surplus, as price increases will alter travel behaviour, resulting in lower revenue, as well as higher fleet operating expenditures.
- Ridership – Fares are one of the largest revenue sources, contributing to more than 30 per cent of TransLink's total revenues. Inherent in fare revenue projections are ridership assumptions. A 1 per cent change in ridership will result in a fluctuation of \$5.8 million per year in revenues.
- Economic Factors – Projections and forecasts beyond a three-year horizon are subject to greater uncertainty. Future interest rates, inflation and general economic growth are notable risk factors. As the economy emerges from the present downturn, general inflation may exceed the annual rate increases allowed under the *SCBCTA Act*. Relief may be required from legislation to offset any potentially higher than anticipated inflation impacts. A one percent increase in general inflation would have a \$34 million impact over the 2010-2019 Plan period.
- Senior Government Contribution – The continuation of federal and provincial contributions are essential for TransLink's 2010 Funding Stabilization Plan. These contributions amount to \$1.1 billion from 2009 to 2019.
- Compensating Revenue for Tax Exempt Alternative Fuel – Current financial projections assume that the Province will make TransLink whole from the impact of exemptions on alternative fuels. The ability to receive compensating revenue is significant to overall revenue projections, since fuel tax is a major revenue source for TransLink.

Inclusions and Exclusions

The Funding Stabilization Plan includes:

- Bus fleet replacement.
- SkyTrain fleet refurbishment.
- Second SeaBus replacement.
- Transit infrastructure maintained in good order.
- Cycling Program funding of \$6 million per year in 2010, declining to \$3 million per year for the 2011-2019 period.
- MRN minor roads capital at \$20 million in 2010, declining to \$10 million per year for the 2011-2019 period
- New Pattullo Bridge funding to take the project to the procurement stage.
- Smartcards and gating systems.
- Major road projects already committed (Fraser Highway Widening, Coast Meridian Overpass and Roberts Bank Rail Corridor Grade Separation).
- SkyTrain fleet expansion (48 vehicles previously ordered) to address system overcrowding and passenger safety issues, and an expanded operations and maintenance centre to accommodate fleet growth.

- SkyTrain stations maintained in a state of good repair.

The Funding Stabilization Plan excludes:

- Detailed design and construction of the rapid transit lines identified in the Provincial Transit Plan.
- Pattullo Bridge design and construction, as it is assumed these costs will be recovered through tolls.
- Bus fleet expansion and related facilities.
- SkyTrain fleet expansion, other than cars currently on-order.
- Major Road Network Major Capital Program annual allocation of \$35 million per year.
- Major road projects (Main Street Widening and Murray-Clark Connector).

Capital Program

Table 6 summarizes the gross cost, net cost to TransLink and contributions to each category of the capital program over the 2009 – 2019 period if this Funding Stabilization Plan is adopted. Table 7 summarizes the incremental changes to the capital program between the Funding Stabilization Plan and the Base Plan.

Table 6 – Capital Program for Funding Stabilization Program

For Period 2009 – 2019 (in 000s)	Contribution				Net Cost
	Gross Cost ¹	Provincial	Federal	Other	
Rapid Transit Fleet and Infrastructure	438,712	(52,560)	(143,468)	-	242,685
Rapid Transit Major Projects	192,046	-	-	(160,031) ³	32,015
Bus Fleet Replacement and Expansion	926,178	(16,371)	(715,370)	-	194,437
Transit Infrastructure	452,919	(17,642)	(104,114)	-	331,164
Road Infrastructure for Transit	5,837	-	-	-	5,837
IT or ITS	7,659	-	-	-	7,659
West Coast Express Program	32,951	(9,501)	(9,501)	-	13,950
Seabus	39,539	(2,704)	(28,464)	-	8,371
Major Road Network Program	508,668	-	-	(134,805) ²	373,863
Bridge Program	42,482	(8,703)	(8,703)	-	25,075
Bike Program	51,389	-	-	-	51,389
Operating Subsidiaries and Contractors Minor Capital	147,505	-	-	-	147,505
Total	2,845,886	(107,481)	(1,009,619)	(294,836)	1,433,950

Notes:

- 1. Gross cost refers to total capital costs on TransLink owned assets and to total cashflow contribution on assets owned by others. It includes projects that are approved or underway.*
- 2. The \$134.8M (Other) represents the estimated outstanding funding due by the P3 construction contractor (GCGP) towards the estimated construction cost of the Golden Ears Bridge.*
- 3. The \$160M (Other) represents estimated outstanding funding due by P3 concessionaire (InTransit BC) towards approximate cost that to be contributed towards the Canada Line project.*

Table 7 – Capital Program – Incremental Change between Base Plan and Funding Stabilization Program

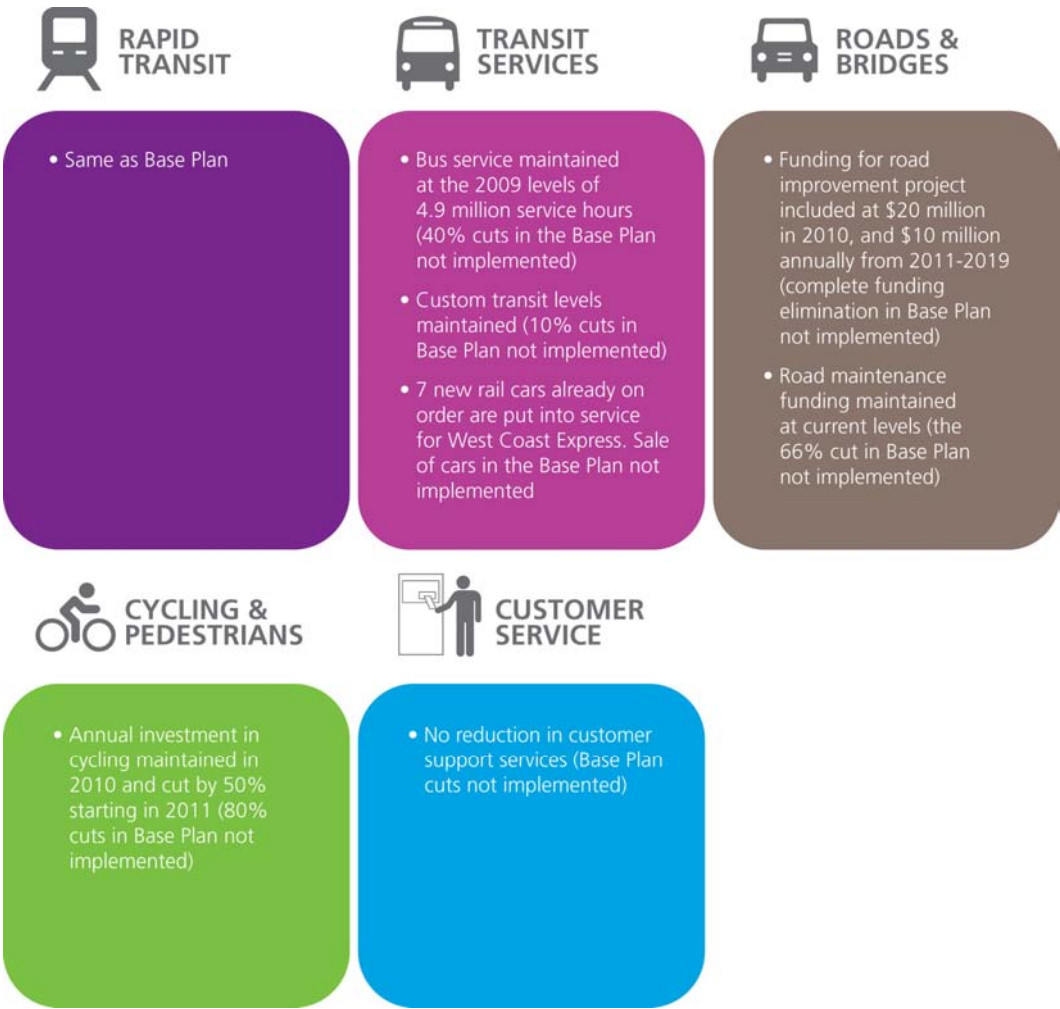
<i>For Period 2009 – 2019 (in 000s)</i>		Contribution			
Project Description	Gross Cost	Provincial	Federal	Other	Net Cost
Rapid Transit Fleet and Infrastructure	-	-	-	-	-
Rapid Transit Major Projects	-	-	-	-	-
Bus Fleet Replacement and Expansion	-	-	-	-	-
Transit Infrastructure	-	-	-	-	-
Road Infrastructure for Transit	-	-	-	-	-
IT or ITS	-	-	-	-	-
West Coast Express Program	-	(9,501)	(9,501)	25,678	6,676
Seabus	-	-	-	-	-
Major Road Network Program	110,000	-	-	-	110,000
Bridge Program	-	-	-	-	-
Bike Program	23,000	-	-	-	23,000
Operating Subsidiaries and Contractors Minor Capital	-	-	-	-	-
Total	133,000	(9,501)	(9,501)	25,678	139,676

4. Summary and Outcomes

Summary

This Funding Stabilization Plan represents a major step backwards for the region’s transportation system. Figure 2 summarizes the incremental outputs that this Funding Stabilization Plan will deliver relative to the 2010 10-Year Base Plan.

Figure 2 – Investment Summary

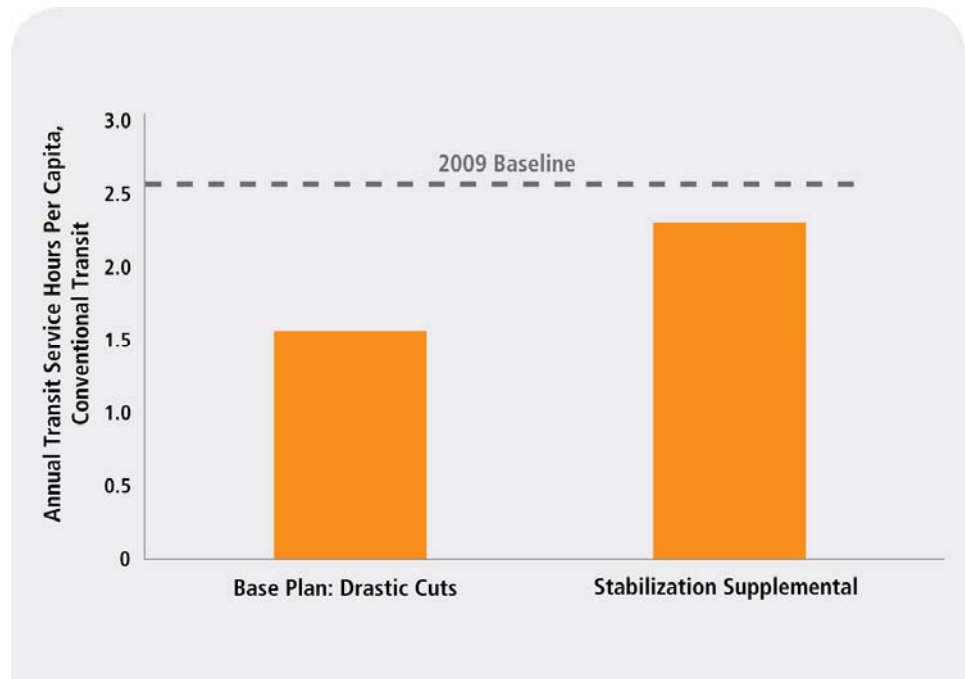


Outcomes

To assess what this Funding Stabilization Plan would mean to the region, the performance of this Funding Stabilization Plan was evaluated against the goals identified in Transport 2040, for which a path for the first 10 years is encapsulated in *On Track to a Sustainable Region*. These goals include Greenhouse Gas (GHG) reduction; most trips by non-auto modes; majority of jobs and housing along the Frequent Transit Network; safe, secure and accessible travel; economic growth and efficient goods movement; and stable, sufficient and appropriate funding.

This Funding Stabilization Plan gradually erodes the progress that TransLink and the region have made in recent years as the population grows and the region lacks the financial resources to effectively respond. The total amount of transit service available to the region’s residents is a reflection of the transportation choices that will be available. These levels will decrease by over 10 per cent to approximately 2.3 hours per capita in 2019, from a peak of 2.6 hours per capita in 2009. The impacts are in sharp contrast to what the region would experience under the Base Plan (Figure 3), but still represents a step backwards at a juncture when the regional objectives call for expansion.

Figure 3 – Transit Supply comparison, 2009 versus 2019



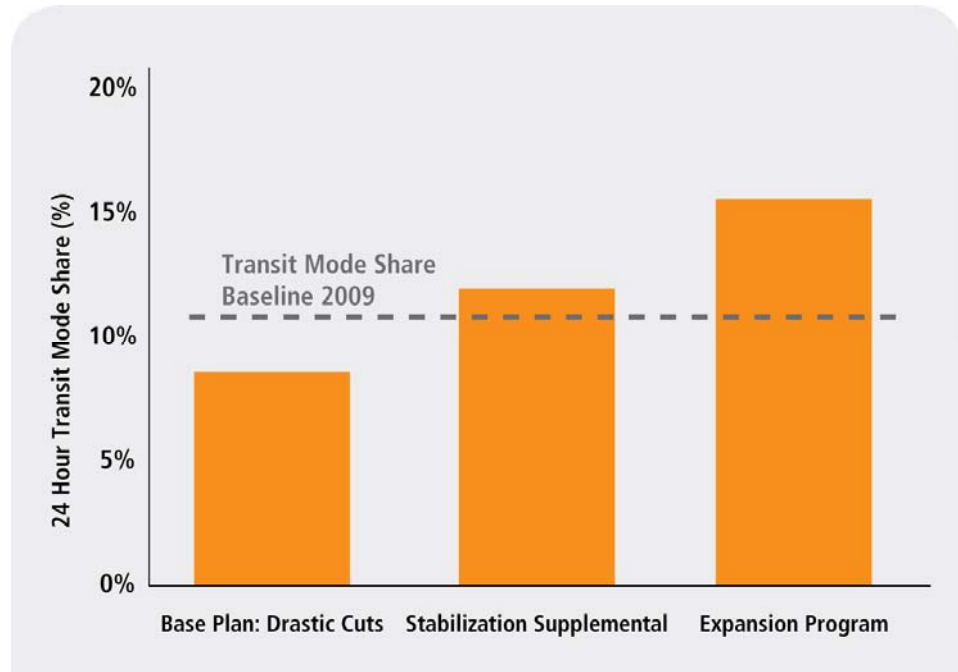
The long-term impact of virtually eliminating TransLink's ability to expand the Frequent Transit Network may have the largest impact. The land use shaping function of the Frequent Transit Network would be largely lost as there will be no resources to invest new rapid transit or frequent bus services into developing areas of the region. As a result, under this 2010 10-Year Plan, the proportion of people living within walking distance of the Frequent Transit Network would remain relatively constant. While a portion of the growth is forecasted to occur within walking distance of the existing Frequent Transit Network, these gains will be offset by continued population and job dispersion into areas that are less conducive for transit service. With lower service levels, there will be fewer incentives and opportunities for land use development within Frequent Transit Network-designated and conceptual corridors, and little ability to partner with municipalities on supportive land use, diminishing future transit opportunities.

Under this 2010 10-Year Base Plan, transit's share of total trips is expected to rise during the early years of the plan as past investments in Canada Line and bus service deliver more passengers. Similarly, a review of the bus network and reallocation of

resources to higher productivity routes will produce higher ridership numbers but will reduce the coverage and accessibility of the system. In the later years of the plan the mode share gains are largely lost due to population growth. The 2019 transit mode share forecasts for this Funding Stabilization Plan, the Base Plan and *On Track to a Sustainable Region* are compared in Figure 4.

This Plan will also accomplish little in terms of reducing GHG emissions, though advances in vehicle technologies and fuels will result in minor reductions in GHGs from vehicles. Without a significant expansion of the Frequent Transit Network and investments in rapid transit, TransLink will be unable to fully support the Regional Growth Strategy and its objectives for compact and complete communities. These types of land use changes would reduce distances traveled and the demand for personal vehicle travel, which are essential in meeting the regional GHG reduction targets. Opportunities to improve the safety and security of the transportation system are greatly reduced as capital funding is not available for improvements to stations and exchanges, and significantly cut for MRN capital projects and cycling improvements.

Figure 4 – Comparison of Transit Mode Share Impacts by 2019



In summary, under this Funding Stabilization Plan, the regional transportation system will fail to meet the conditions required to fulfill the long-term aspirations for a sustainable region. The curve to get back *On Track to a Sustainable Region* will be much steeper, and the necessary land use changes will happen more slowly or not at all. Without substantial strategic investments in the transportation system, travel in the region will remain auto-dependant; congestion will increase and continue to impact the region's ability to move people and goods efficiently and hinder its ability to compete in the global economy.

5. Appendices

APPENDIX 1

**CONSOLIDATED STATEMENT OF FINANCIAL POSITION
FUNDING STABILIZATION PLAN**

SCBCTA

for the years ending 31 Dec.

thousands

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Assets											
Current assets											
Cash & Short Term investments	113,436	58,609	0	0	58,535	33,633	11,790	39,582	103,420	167,405	280,951
Accounts receivable	54,450	56,083	57,766	59,499	61,284	63,122	65,016	66,967	68,976	71,045	73,176
Supplies inventory	33,554	34,561	35,598	36,666	37,766	38,899	40,066	41,268	42,506	43,781	45,094
Prepaid expenses	5,602	5,770	5,943	6,122	6,305	6,494	6,689	6,890	7,097	7,310	7,529
	207,042	155,023	99,307	102,286	163,890	142,148	123,561	154,706	221,997	289,541	406,750
Long-term investments											
Long-term investments	22,943	23,975	25,054	26,182	27,360	28,591	29,878	31,222	32,627	34,095	35,630
Debt reserve Fund	46,615	50,679	53,910	56,375	58,007	58,197	60,068	60,031	56,987	52,913	52,231
Debt sinking fund	419,521	532,513	658,750	765,606	873,951	952,666	1,081,929	1,164,974	1,124,040	1,078,875	1,060,720
Capital assets	4,797,341	4,842,830	4,750,097	4,661,170	4,543,059	4,401,288	4,254,138	4,115,567	3,982,773	3,831,902	3,629,024
Total Assets	5,493,462	5,605,021	5,587,118	5,611,619	5,666,267	5,582,890	5,549,573	5,526,501	5,418,424	5,287,327	5,184,355
Liabilities and Fund Balances											
Current liabilities											
Cheques issued in excess of funds on deposit											
Other Short term borrowing	0	0	370	51,328	0	0	0	0	0	0	0
Accounts payable and accrued liabilities	163,935	168,853	173,918	179,136	184,510	190,045	195,747	201,619	207,668	213,898	220,315
Current portion of long-term debt	70,925	93,185	101,422	106,533	109,522	109,619	108,130	108,232	106,147	98,701	91,142
Current obligation under capital lease	0	0	0	0	0	0	0	0	0	0	0
Total Current Liabilities	234,859	262,038	275,710	336,997	294,032	299,664	303,877	309,851	313,815	312,599	311,456
Employee future benefits	45,999	50,599	55,658	61,224	67,347	74,081	81,490	89,638	98,602	108,463	119,309
Canada Line - Deferred concessionaire credits	690,688	668,188	645,688	623,188	600,688	578,188	555,688	533,188	510,688	488,188	465,688
Golden Ears Bridge Contractor liability	968,347	1,004,424	1,025,115	1,039,093	1,052,812	1,060,498	1,061,330	1,060,678	1,058,408	1,054,382	1,048,448
New Pattullo bridge Contractor liability	0	0	0	0	0	0	0	0	0	0	0
Long-term debt	2,262,547	2,481,721	2,609,335	2,703,435	2,722,613	2,699,558	2,708,490	2,669,964	2,521,781	2,368,051	2,251,713
Obligations under capital leases	0	0	0	0	0	0	0	0	0	0	0
Non-controlling interest in captive insurance subsidiary	1,893	2,082	2,291	2,520	2,772	3,049	3,354	3,689	4,058	4,464	4,910
Total Liabilities	4,204,333	4,469,052	4,613,798	4,766,457	4,740,264	4,715,039	4,714,228	4,667,009	4,507,352	4,336,146	4,201,524
Fund balances	1,289,129	1,135,968	973,320	845,162	926,003	867,851	835,345	859,492	911,072	951,181	982,830
Total Liabilities and Fund Balances	5,493,462	5,605,021	5,587,118	5,611,619	5,666,267	5,582,890	5,549,573	5,526,501	5,418,424	5,287,326	5,184,354

APPENDIX 2

SCBCTA

CONSOLIDATED STATEMENT OF OPERATIONS
FUNDING STABILIZATION PLAN

for the years	thousands	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Revenues												
Motor Fuel Tax		264,800	321,880	324,280	326,380	333,130	337,930	346,630	351,130	359,680	366,130	371,830
Property Tax		263,165	271,060	279,192	287,567	296,194	305,080	314,233	323,660	333,369	343,371	353,672
Other Tax		51,489	82,953	84,198	85,457	86,738	88,047	89,382	90,741	92,123	93,523	94,943
Transportation Improvement Fee		0	0	0	0	0	0	0	0	0	0	0
New Revenue		0	0	0	0	0	0	0	0	0	0	0
Taxation and Fees		579,454	675,893	687,669	699,404	716,063	731,057	750,244	765,531	785,172	803,024	820,444
Fares		382,546	442,751	462,063	475,814	524,318	533,109	541,769	581,205	583,402	585,690	621,097
Advertising and Other		11,216	12,243	11,365	11,955	12,640	13,352	14,057	14,833	15,663	16,275	16,335
Transit		393,762	454,994	473,428	487,769	536,958	546,461	555,825	596,038	599,065	601,965	637,432
Real Estate Revenues		0	0	0	0	0	0	0	0	0	0	0
Tolls - Bridges		13,430	46,651	59,557	63,434	67,098	70,994	74,785	79,764	83,987	88,426	94,199
Fed Gov't Contributions - Capital		165,215	92,253	56,089	80,653	92,418	78,502	97,682	100,079	115,160	92,228	39,338
Prov Gov't Contributions - Capital		35,186	42,035	12,982	3,700	4,215	1,815	1,441	1,858	515	3,188	546
Other Contributions - Capital		0	0	0	0	0	0	0	0	0	0	0
Capital Contributions		200,401	134,289	69,071	84,354	96,633	80,317	99,124	101,937	115,675	95,416	39,884
Operating Contributions		7,000	18,348	18,348	18,348	18,348	18,348	18,348	18,348	18,348	18,348	18,715
Interest Income		23,136	24,382	28,488	33,318	38,046	43,855	46,170	51,982	56,569	55,817	55,522
Total Revenues		1,217,182	1,354,556	1,336,562	1,386,627	1,473,146	1,491,033	1,544,497	1,613,600	1,658,817	1,662,995	1,666,197
Expenditures												
Major Road Network - Operation, Maintenance, Rehabilitation		32,929	34,406	35,130	35,871	36,628	37,401	38,192	39,000	39,826	40,670	41,534
Capital Funding to Municipalities		68,027	91,715	52,368	56,154	24,170	13,000	13,000	13,000	13,000	13,000	13,000
Major Bridges		6,533	13,313	14,115	14,763	15,070	15,671	16,160	16,728	17,503	18,128	18,718
Albion Ferry Operations		7,033	0	0	0	0	0	0	0	0	0	0
Roads & Bridges		114,522	139,434	101,613	106,788	75,868	66,072	67,351	68,728	70,329	71,798	73,252
Coast Mountain Bus Company		543,276	556,895	549,900	555,137	562,197	566,887	578,366	590,070	602,048	614,260	626,755
Access Transit		48,432	49,654	50,925	51,501	52,178	52,734	53,794	54,874	55,978	57,104	58,254
Other Contractors		18,118	19,140	18,694	18,887	18,961	19,122	19,496	19,877	20,267	20,664	21,071
Bus Division		609,827	625,689	619,518	625,526	633,335	638,743	651,656	664,821	678,293	692,028	706,080
Expo & Millenium Lines		88,497	96,529	99,084	100,381	101,137	101,908	103,956	106,045	108,176	110,349	112,566
West Coast Express Commuter Rail		18,024	18,384	19,173	19,485	19,830	20,114	20,521	20,937	21,362	21,796	22,239
Canada Line (before Concessionaire Credit)		33,561	82,878	96,687	104,123	107,346	109,478	111,712	114,256	116,790	119,233	121,629
Canada Line Concessionaire Credit		(9,036)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)
Evergreen Line		0	0	0	0	0	0	0	0	0	0	0
Rail Division		131,046	175,292	192,444	201,489	205,813	208,999	213,689	218,738	223,828	228,878	233,934
New Rapid Transit Lines		0	0	0	0	0	0	0	0	0	0	0
Property tax, rentals, fare media & insurance		34,540	35,946	37,475	39,117	40,884	42,434	44,188	33,855	33,015	33,615	34,228
Transit Operations		775,413	836,927	849,438	866,132	880,033	890,176	909,533	917,413	935,136	954,521	974,242
Divisions		47,020	47,532	47,770	47,955	48,145	48,341	49,061	49,792	50,788	51,803	52,839
SmartCard, Gating, and Studies		16,539	17,706	20,712	21,029	21,412	21,801	22,193	22,591	22,993	23,399	23,809
TransLink		63,558	65,238	68,482	68,984	69,557	70,141	71,254	72,383	73,780	75,202	76,649
Transit Police		28,429	29,840	31,485	32,233	32,337	32,443	33,092	33,754	34,429	35,118	35,820
Total Operating Expenditures		981,922	1,071,438	1,051,017	1,074,137	1,057,795	1,058,833	1,081,231	1,092,278	1,113,674	1,136,640	1,159,963

APPENDIX 2

SCBCTA

**CONSOLIDATED STATEMENT OF OPERATIONS
FUNDING STABILIZATION PLAN**

for the years	<i>thousands</i>	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Surplus/(Deficit) before Interest & Depreciation		235,260	283,118	285,545	312,490	415,350	432,200	463,266	521,322	545,142	526,356	506,234
LT Debt interest		111,596	129,701	139,789	146,550	150,441	150,810	150,640	151,252	147,222	138,420	130,198
ST Debt interest		505	512	944	2,376	1,105	984	926	989	1,051	1,008	964
IDC		(21,695)	(2,099)	(366)	(366)	(191)	(191)	(191)	(191)	(191)	(191)	(191)
Real Estate property float interest		0	0	0	0	0	0	0	0	0	0	0
GEB interest charge on contractor liability balance		31,554	65,457	67,338	68,399	69,319	70,141	70,353	70,363	70,272	70,068	69,745
Interest Expense		121,960	193,571	207,706	216,960	220,674	221,745	221,728	222,414	218,355	209,306	200,716
Capital Prgm >5 yrs		145,924	221,707	228,348	229,883	233,720	237,764	242,817	243,544	244,725	246,000	242,815
Capital Prgm <=5 yrs - no other funding		13,419	15,941	18,128	19,899	20,083	19,733	19,729	19,353	18,472	18,766	18,836
Subsidiaries and Contractors		5,055	6,139	8,080	8,906	10,032	11,110	11,498	11,864	12,010	12,175	12,218
Depreciation Expense		164,397	243,787	254,556	258,689	263,835	268,607	274,044	274,761	275,208	276,941	273,869
Surplus/(Deficit) before Other Items		(51,097)	(154,240)	(176,717)	(163,158)	(69,159)	(58,152)	(32,506)	24,147	51,580	40,109	31,649
Proceeds from Disposal of Surplus Assets		0	0	15,000	35,000	150,000	0	0	0	0	0	0
Surplus/(Deficit) before Funding Adjustments		(51,097)	(154,240)	(161,717)	(128,158)	80,841	(58,152)	(32,506)	24,147	51,580	40,109	31,649
Funding Adjustments		(45,841)	70,276	76,433	50,673	4,851	4,135	(18,376)	(28,410)	(43,412)	(13,160)	50,327
Funded Surplus/(Deficit)		(96,937)	(83,964)	(85,284)	(77,485)	85,692	(54,017)	(50,882)	(4,263)	8,168	26,949	81,976
Cumulative Funded Surplus		281,770	197,806	112,521	35,036	120,728	66,711	15,829	11,566	19,734	46,683	128,659

APPENDIX 2A

SCBCTA

CONSOLIDATED STATEMENT OF OPERATIONS
INCREMENTAL CHANGE BETWEEN BASE PLAN AND FUNDING STABILIZATION PLAN

for the years	thousands	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Revenues												
Motor Fuel Tax	-	63,180	62,100	62,880	65,550	65,310	67,290	68,190	70,020	71,430	72,570	
Property Tax	-	-	-	-	-	-	-	-	-	-	-	-
Other Tax	-	30,845	31,462	32,091	32,733	33,387	34,055	34,736	35,431	36,140	36,862	
Transportation Improvement Fee	-	-	-	-	-	-	-	-	-	-	-	-
New Revenue	-	-	-	-	-	-	-	-	-	-	-	-
Taxation and Fees	-	94,025	93,562	94,971	98,283	98,697	101,345	102,926	105,451	107,570	109,432	
Fares	-	44,700	133,797	126,237	147,923	154,989	161,657	178,504	178,532	178,560	189,842	
Advertising and Other	-	-	-	-	-	-	-	-	-	-	-	-
Transit	-	44,700	133,797	126,237	147,923	154,989	161,657	178,504	178,532	178,560	189,842	
Real Estate Revenues	-	-	-	-	-	-	-	-	-	-	-	-
Tolls - Bridges	-	-	-	-	-	-	-	-	-	-	-	-
Fed Gov't Contributions - Capital	-	9,501	-	-	-	-	-	-	-	-	-	-
Prov Gov't Contributions - Capital	-	9,501	-	-	-	-	-	-	-	-	-	-
Other Contributions - Capital	-	-	-	-	-	-	-	-	-	-	-	-
Capital Contributions	-	19,002	-	-	-	-	-	-	-	-	-	-
Operating Contributions	-	-	-	-	-	-	-	-	-	-	-	-
Interest Income	-	677	867	71	262	408	230	309	543	688	898	
Total Revenues	-	158,403	228,226	221,280	246,468	254,094	263,233	281,739	284,527	286,818	300,172	
Expenditures												
Major Road Network - Operation, Maintenance, Rehabilitation	-	20,843	21,024	21,201	21,371	21,534	21,690	21,837	21,977	22,107	22,228	
Capital Funding to Municipalities	-	25,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	
Major Bridges	-	-	-	-	-	-	-	-	-	-	-	-
Albion Ferry Operations	-	-	-	-	-	-	-	-	-	-	-	-
Roads & Bridges	-	45,843	33,024	33,201	33,371	33,534	33,690	33,837	33,977	34,107	34,228	
Coast Mountain Bus Company	-	58,134	205,060	206,934	209,528	211,176	215,423	219,754	224,187	228,707	233,333	
Access Transit	-	1,549	3,102	3,121	3,149	12,255	12,493	12,736	12,985	13,237	13,496	
Other Contractors	-	794	2,173	2,197	2,233	2,251	2,291	2,332	2,375	2,417	2,461	
Bus Division	-	60,477	210,336	212,252	214,910	225,682	230,208	234,823	239,546	244,362	249,290	
Expo & Millenium Lines	-	-	-	-	-	-	-	-	-	-	-	-
West Coast Express Commuter Rail	-	822	1,812	1,828	1,849	1,861	1,898	1,935	1,973	2,012	2,052	
Canada Line (before Concessionaire Credit)	-	-	-	-	-	-	-	-	-	-	-	-
Canada Line Concessionaire Credit	-	-	-	-	-	-	-	-	-	-	-	-
Evergreen Line	-	-	-	-	-	-	-	-	-	-	-	-
Rail Division	-	822	1,812	1,828	1,849	1,861	1,898	1,935	1,973	2,012	2,052	
New Rapid Transit Lines	-	-	-	-	-	-	-	-	-	-	-	-
Property tax, rentals, fare media & insurance	-	-	-	-	-	-	-	-	-	-	-	-
Transit Operations	-	61,298	212,147	214,080	216,759	227,543	232,106	236,758	241,520	246,374	251,342	
Divisions	676	6	(968)	8,617	8,452	8,287	8,206	8,120	8,282	8,448	8,617	
SmartCard, Gating, and Studies	-	3,025	3,085	1,290	1,316	1,342	1,369	1,397	1,425	1,453	1,482	
TransLink	676	3,031	2,117	9,907	9,769	9,629	9,575	9,516	9,707	9,901	10,099	
Transit Police	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Expenditures	676	110,172	247,289	257,188	259,898	270,706	275,371	280,112	285,204	290,382	295,669	

APPENDIX 2A

SCBCTA

**CONSOLIDATED STATEMENT OF OPERATIONS
INCREMENTAL CHANGE BETWEEN BASE PLAN AND FUNDING STABILIZATION PLAN**

for the years	<i>thousands</i>	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Surplus/(Deficit) before Interest & Depreciation		(676)	48,231	(19,063)	(35,908)	(13,430)	(16,612)	(12,138)	1,627	(677)	(3,564)	4,503
LT Debt interest		-	959	2,252	2,918	3,585	4,252	4,918	5,585	6,252	6,918	7,585
ST Debt interest		-	-	(735)	(1,397)	(478)	-	-	-	-	-	-
IDC		-	-	-	-	-	-	-	-	-	-	-
Real Estate property float interest		-	-	-	-	-	-	-	-	-	-	-
GEB interest charge on contractor liability balance		-	-	-	-	-	-	-	-	-	-	-
Interest Expense		-	959	1,517	1,521	3,107	4,252	4,918	5,585	6,252	6,918	7,585
Capital Prgm >5 yrs		-	476	951	951	951	951	951	951	951	951	951
Capital Prgm <=5 yrs - no other funding		-	-	-	-	-	-	-	-	-	-	-
Subsidiaries and Contractors		-	-	-	-	-	-	-	-	-	-	-
Depreciation Expense		-	476	951	951	951	951	951	951	951	951	951
Surplus/(Deficit) before Other Items		(676)	46,797	(21,531)	(38,380)	(17,488)	(21,814)	(18,008)	(4,909)	(7,879)	(11,434)	(4,033)
Proceeds from Disposal of Surplus Assets		-	2,882	-	-	-	-	-	-	-	-	-
Surplus/(Deficit) before Funding Adjustments		(676)	49,679	(21,531)	(38,380)	(17,488)	(21,814)	(18,008)	(4,909)	(7,879)	(11,434)	(4,033)
Funding Adjustments		-	5,763	11,275	10,711	10,124	9,513	8,878	8,218	7,532	6,817	6,075
Funded Surplus/(Deficit)		(676)	55,441	(10,256)	(27,669)	(7,364)	(12,301)	(9,129)	3,309	(348)	(4,616)	2,042
Cumulative Funded Surplus		(676)	54,766	44,509	16,840	9,476	(2,825)	(11,954)	(8,646)	(8,993)	(13,610)	(11,568)

APPENDIX 3

SCBCTA

CONSOLIDATED STATEMENT OF CASH FLOWS
FUNDING STABILIZATION PLAN

for the years ending 31 Dec.

thousands

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Cash provided by (used for):											
Operations:											
Excess of revenue over expenses	(51,895)	(153,160)	(162,648)	(128,158)	80,841	(58,152)	(32,506)	24,147	51,580	40,109	31,649
Items not involving cash:											
Amortization of capital assets	164,861	244,293	255,050	258,689	263,835	268,607	274,044	274,761	275,208	276,941	273,869
Amortization of Canada Line deferred concessionaire credit	(9,036)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)
Add back implied interest charge on GEB & Pattullo capital funding	31,554	65,457	67,338	68,399	69,319	70,141	70,353	70,363	70,272	70,068	69,745
Add back implied interest charge on Real Estate purchases (float)											
Amortization of capital assets charged to capital projects in progress											
Amortization of bond issue costs	1,586	1,477	1,277	796	700	672	658	437	344	283	165
Employee future benefit expense	3,640	4,008	4,129	4,129	4,129	4,129	4,211	4,296	4,381	4,469	4,558
Loss on disposal of capital assets											
Non-controlling interest in income of TPCC	172	189	208	229	252	277	305	335	369	406	446
Fair value adjustment on financial instruments											
Items not involving cash	192,777	292,925	305,502	309,742	315,735	321,326	327,071	327,692	328,074	329,667	326,283
Changes in non-cash working capital:											
(Increase)/decrease in accounts receivable	(1,586)	(1,633)	(1,683)	(1,733)	(1,785)	(1,839)	(1,894)	(1,950)	(2,009)	(2,069)	(2,131)
(Increase)/decrease in supplies inventory	(977)	(1,007)	(1,037)	(1,068)	(1,100)	(1,133)	(1,167)	(1,202)	(1,238)	(1,275)	(1,313)
(Increase)/decrease in prepaid expenses	(163)	(168)	(173)	(178)	(184)	(189)	(195)	(201)	(207)	(213)	(219)
Increase/(decrease) in accounts payable and accrued liabilities	4,775	4,918	5,066	5,218	5,374	5,535	5,701	5,872	6,049	6,230	6,417
Employee future benefit contributions	542	591	931	1,437	1,994	2,606	3,197	3,853	4,582	5,391	6,288
Changes in non-cash working capital	2,590	2,701	3,104	3,675	4,299	4,981	5,643	6,373	7,177	8,064	9,041
	143,472	142,466	145,958	185,259	400,875	268,155	300,208	358,212	386,831	377,840	366,973
Investing:											
Decrease/(increase) in long-term investments	44,212	(1,032)	(1,079)	(1,127)	(1,178)	(1,231)	(1,287)	(1,344)	(1,405)	(1,468)	(1,534)
Decrease/(increase) in debt reserve fund deposits	(5,929)	(4,065)	(3,230)	(2,465)	(1,632)	(190)	(1,871)	37	3,044	4,074	682
Net proceeds from disposal of capital assets											
Purchase of capital assets	(984,790)	(289,782)	(162,318)	(169,761)	(145,725)	(126,836)	(126,894)	(136,191)	(142,413)	(126,070)	(70,990)
External Funding of Assets (non-govt funding)	294,836	0	0	0	0	0	0	0	0	0	0
	(651,671)	(294,879)	(166,627)	(173,354)	(148,535)	(128,257)	(130,052)	(137,498)	(140,774)	(123,465)	(71,842)
Financing:											
Short-term borrowing	0	0	370	50,958	0	0	0	0	0	0	0
Short-term debt repayments	(5,046)	(7,602)	(10,307)	(12,353)	(65,816)	(11,420)	(10,813)	(11,096)	(11,049)	(10,925)	(10,907)
Principal payments on capital leases	0	0	0	0	0	0	0	0	0	0	0
Golden Ears Bridge contractor funding	(3,207)	(29,380)	(46,647)	(54,422)	(55,600)	(62,455)	(69,520)	(71,016)	(72,542)	(74,095)	(75,679)
Bonds issued	542,755	249,576	146,949	142,888	73,894	60,020	41,084	47,580	40,038	43,994	44,453
Issue costs on bonds issued											
Bonds matured	(28,501)	(2,016)	(2,067)	(32,120)	(37,939)	(72,230)	(23,487)	(75,345)	(179,601)	(194,528)	(157,608)
Sinking Funds Maturities	29,452	0	0	30,053	36,066	70,292	21,208	73,157	198,324	192,614	155,189
Sinking Fund interest	(17,261)	(19,807)	(24,815)	(30,377)	(34,888)	(39,387)	(42,341)	(47,970)	(51,242)	(48,748)	(45,892)
Sinking Fund payments	(70,925)	(93,185)	(101,422)	(106,533)	(109,522)	(109,619)	(108,130)	(108,232)	(106,147)	(98,701)	(91,142)
	447,268	97,585	(37,940)	(11,905)	(193,805)	(164,800)	(191,999)	(192,922)	(182,219)	(190,390)	(181,584)
Increase/(decrease) in cash	(60,932)	(54,827)	(58,609)	0	58,535	(24,902)	(21,843)	27,792	63,838	63,986	113,546
Cash, beginning of period	174,368	113,436	58,609	0	0	58,536	33,633	11,791	39,582	103,420	167,406
Cash, end of period	113,436	58,609	0	0	58,536	33,633	11,791	39,582	103,420	167,406	280,952

Appendix 4 - 2010-2019 Projected Borrowing Compared to Borrowing Limit and Select Financial Ratios

\$ Millions	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Opening Gross Direct Borrowing	1,822	2,333	2,575	2,710	2,810	2,832	2,809	2,816	2,778	2,628	2,466
Retirements/Other	(32)	(8)	(11)	(44)	(52)	(83)	(34)	(86)	(190)	(205)	(168)
Borrowing in Yr - Capital	543	250	147	143	74	60	41	48	40	44	44
Closing Gross Direct Borrowing	2,333	2,575	2,710	2,810	2,832	2,809	2,816	2,778	2,628	2,466	2,342
Less: Sinking funds	(420)	(533)	(659)	(766)	(874)	(953)	(1,082)	(1,165)	(1,124)	(1,079)	(1,061)
Less: Debt Reserve Funds	(47)	(51)	(54)	(56)	(58)	(58)	(60)	(60)	(57)	(53)	(52)
Closing Net Direct Borrowing	1,867	1,991	1,998	1,988	1,900	1,798	1,674	1,553	1,447	1,335	1,230
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
<i>Reconciliation of Borrowing During Year to Annual Capital Expenditures:</i>											
Capital Expenditures	1,053	382	215	226	170	140	140	149	155	139	84
Less: Sr Gov't Contributions	(200)	(134)	(69)	(84)	(97)	(80)	(99)	(102)	(116)	(95)	(40)
Less: Other Contributions	(315)	-	-	-	-	-	-	-	-	-	-
Net Expenditures	538	247	146	142	73	60	41	47	40	44	44
Add: Gross-up for Debt Reserve Fund	5	2	1	1	1	1	0	0	0	0	0
Net Borrowing amount for capital	543	250	147	143	74	60	41	48	40	44	44
Farebox recovery	44.1%	47.5%	48.7%	49.2%	53.4%	53.7%	53.4%	56.8%	55.9%	55.0%	57.2%
Transit system Passengers (millions)	192	208	217	225	223	226	229	232	232	232	232
Growth in transit system passengers	6.4%	8.6%	4.2%	3.7%	-0.8%	1.3%	1.2%	1.2%	0.0%	0.0%	0.0%
Net debt per capita (excluding P3 debt)	807	846	834	817	768	715	655	597	548	497	451
Debt service coverage (times)	0.4	0.8	0.8	0.7	0.9	0.9	0.9	1.1	1.1	1.2	1.4
Population of service region (thousands)	2,314	2,354	2,394	2,434	2,474	2,515	2,557	2,599	2,642	2,684	2,726
Debt service to total revenue (net of capital contributions)	20.7%	23.1%	24.9%	25.7%	24.7%	24.5%	24.3%	23.4%	22.7%	21.3%	19.5%

Appendix 5 - Funding Adjustments

\$ Thousands

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Surplus/(Deficit) before Funding Adjustments	(154,240)	(161,717)	(128,158)	80,841	(58,152)	(32,506)	24,147	51,580	40,109	31,649
Reverse: Depreciation & other non cash expenditures	267,358	270,871	267,906	268,150	268,518	270,829	265,937	263,755	267,320	266,668
Reverse: Restricted capital contributions	(135,043)	(69,988)	(85,284)	(97,578)	(81,275)	(100,097)	(102,925)	(116,677)	(96,433)	(40,917)
Reverse: Capital payments to municipalities for MRN	91,715	52,368	56,154	24,170	13,000	13,000	13,000	13,000	13,000	13,000
Add: Payments to Sinking Fund and to P3 partners for debt	(153,753)	(176,819)	(188,103)	(189,892)	(196,107)	(202,108)	(204,422)	(203,490)	(197,047)	(188,425)
Funding Adjustments	70,276	76,433	50,673	4,851	4,135	(18,376)	(28,410)	(43,412)	(13,160)	50,327
Funded Surplus/(Deficit)	(83,964)	(85,284)	(77,485)	85,692	(54,017)	(50,882)	(4,263)	8,168	26,949	81,976

Appendix 6

Capital Cash Flows - Projects Approved and Proposed

\$ Thousands	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	TOTAL
Projects Approved or Underway	941,881	207,983	39,936	43,154	11,170	-	-	-	-	-	-	1,244,123
Transit												
Vehicles - Conventional												
Expansion	-	-	-	-	-	-	-	-	-	-	-	-
Replacement	28,658	-	-	-	-	-	18,763	23,927	49,289	-	-	120,636
Vehicles - Custom Transit												
Expansion	-	-	-	-	-	-	-	-	-	-	-	-
Replacement	4,179	4,017	7,833	7,759	4,795	9,219	11,700	9,606	5,037	9,820	11,451	85,414
Vehicles - Community Shuttles												
Expansion	-	-	-	-	-	-	-	-	-	-	-	-
Replacement	29,353	-	9,843	36,983	64,465	45,927	53,606	53,500	47,406	68,485	13,641	423,211
Transit Minor	-	10,846	27,964	23,559	25,513	27,217	25,745	25,622	27,372	27,235	29,039	250,115
Innovations Capital	-	-	-	-	-	-	-	-	-	-	-	-
Exchanges	-	-	-	-	-	-	-	-	-	-	-	-
Depot	-	-	-	-	-	-	-	-	-	-	-	-
Transit and Pedestrian Corridor Upgrades	-	-	-	-	-	-	-	-	-	-	-	-
Heavy Fleet Maintenance Centre	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	8,240	18,035	16,152	8,032	591	609	627	646	8,646	685	62,262
Subtotal Transit	62,190	23,103	63,675	84,453	102,805	82,954	110,422	113,282	129,750	114,186	54,817	941,638
Rapid Transit												
Vehicles	-	-	-	-	-	-	-	-	-	-	-	-
Capacity Upgrade for Supporting Infrastructure	-	-	-	-	-	-	-	-	-	-	-	-
Station and Station Area Upgrades and Programs	-	-	-	-	-	-	-	-	-	-	-	-
MKI Overhaul	-	-	13,664	9,881	4,506	4,089	2,928	4,138	-	-	-	39,207
Wayside Power Propulsion	16,000	35,020	-	-	-	-	-	-	-	-	-	51,020
Highway 1 RapidBus	-	-	-	-	-	-	-	-	-	-	-	-
Smart Card and Gating	2,000	9,502	55,730	59,980	25,329	26,742	-	-	-	-	-	179,283
New Rapid Transit (Including Evergreen Line)	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	0	0	0	340	351	5,770	-	-	4,098	10,558
Subtotal Rapid Transit	18,000	44,522	69,394	69,861	29,835	31,171	3,279	9,908	-	-	4,098	280,068
West Coast Express	-	28,531	-	-	-	-	-	-	-	-	-	28,531
Bike Program	-	6,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	33,000
Roads												
Transit Priority Program	-	-	-	-	-	-	-	-	-	-	-	-
MRN Structure Replacement	-	-	-	-	-	-	-	-	-	-	-	-
New MRN Major Capital Projects	-	-	-	-	-	-	-	-	-	-	-	-
MRN Minor	-	20,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	110,000
United Boulevard Extension	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Roads	-	20,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	110,000
Bridges	4,500	17,510	13,261	-	-	-	-	-	-	-	-	35,271
SeaBus	-	25,750	-	-	-	-	-	-	-	-	-	25,750
Operating Subsidiaries and Contractors Minor Capital	15,293	12,733	15,419	15,446	13,085	12,710	13,193	13,002	12,663	11,884	12,076	147,505
Total Gross Cost	1,041,864	386,132	214,686	225,915	169,895	139,836	139,894	149,191	155,413	139,070	83,990	2,845,886
Contribution												
Federal	(165,215)	(92,253)	(56,089)	(80,653)	(92,418)	(78,502)	(97,682)	(100,079)	(115,160)	(92,228)	(39,338)	(1,009,619)
Provincial	(35,186)	(42,035)	(12,982)	(3,700)	(4,215)	(1,815)	(1,441)	(1,858)	(515)	(3,188)	(546)	(107,481)
Other	(294,836)	-	-	-	-	-	-	-	-	-	-	(294,836)
Total Contribution	(495,237)	(134,289)	(69,071)	(84,354)	(96,633)	(80,317)	(99,124)	(101,937)	(115,675)	(95,416)	(39,884)	(1,411,936)
Total Net Cost	546,627	251,843	145,614	141,561	73,262	59,519	40,771	47,253	39,738	43,654	44,107	1,433,950

Appendix 8 - 2009-2019 Projected Short Term Fares by Year

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Transit Fares											
Short Term	156,461	181,085	188,984	194,608	214,446	218,042	221,583	237,713	238,611	239,547	254,029
Other	226,085	261,666	273,079	281,206	309,872	315,068	320,185	343,492	344,790	346,143	367,068
Total	382,546	442,751	462,063	475,814	524,318	533,109	541,769	581,205	583,402	585,690	621,097

Note. Based on 2009 Budget split between short term (cash and ticket) fares and other fares. Short Term fares are 40.9% of Conventional fares.
 Projected revenues to 2019 are based on this percentage, which will likely change with the implementation of SmartCard.

Appendix 9

2010 - 2019 Supplemental Plan Projected Fare Rates by Type and Year

Year	Fare Increases											Proposed New Fares			
	2009	April 1st, 2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	April 1st, 2010	2013	2016	2019
Conventional Transit															
Cash Fares															
Round to Nearest \$.25															
1 Zone Adult	\$2.50	\$2.50	\$2.50	\$2.50	\$2.81	\$2.81	\$2.81	\$2.98	\$2.98	\$2.98	\$3.17	\$2.50	\$2.75	\$3.00	\$3.25
2 Zone Adult	\$3.75	\$3.75	\$3.75	\$3.75	\$4.22	\$4.22	\$4.22	\$4.48	\$4.48	\$4.48	\$4.75	\$3.75	\$4.25	\$4.50	\$4.75
3 Zone Adult	\$5.00	\$5.00	\$5.00	\$5.00	\$5.62	\$5.62	\$5.62	\$5.97	\$5.97	\$5.97	\$6.33	\$5.00	\$5.50	\$6.00	\$6.25
Off Peak Adult	\$2.50	\$2.50	\$2.50	\$2.50	\$2.81	\$2.81	\$2.81	\$2.98	\$2.98	\$2.98	\$3.17	\$2.50	\$2.75	\$3.00	\$3.25
1 Zone Concession	\$1.75	\$1.75	\$1.75	\$1.75	\$1.97	\$1.97	\$1.97	\$2.09	\$2.09	\$2.09	\$2.22	\$1.75	\$2.00	\$2.00	\$2.25
2 Zone Concession	\$2.50	\$2.50	\$2.50	\$2.50	\$2.81	\$2.81	\$2.81	\$2.98	\$2.98	\$2.98	\$3.17	\$2.50	\$2.75	\$3.00	\$3.25
3 Zone Concession	\$3.50	\$3.50	\$3.50	\$3.50	\$3.94	\$3.94	\$3.94	\$4.18	\$4.18	\$4.18	\$4.43	\$3.50	\$4.00	\$4.25	\$4.50
Off Peak Concession	\$1.75	\$1.75	\$1.75	\$1.75	\$1.97	\$1.97	\$1.97	\$2.09	\$2.09	\$2.09	\$2.22	\$1.75	\$2.00	\$2.00	\$2.25
Community Pass															
Round to Nearest \$1															
Adult - All zones	\$356.00	\$395.16	\$395.16	\$395.16	\$444.44	\$444.44	\$444.44	\$471.64	\$471.64	\$471.64	\$500.50	\$395.00	\$444.00	\$472.00	\$501.00
Monthly FareCard															
Round to Nearest \$1															
1 Zone Adult	\$73.00	\$81.03	\$81.03	\$81.03	\$91.13	\$91.13	\$91.13	\$96.71	\$96.71	\$96.71	\$102.63	\$81.00	\$91.00	\$97.00	\$103.00
2 Zone Adult	\$99.00	\$109.99	\$109.99	\$109.99	\$123.70	\$123.70	\$123.70	\$131.28	\$131.28	\$131.28	\$139.31	\$110.00	\$124.00	\$131.00	\$139.00
3 Zone Adult	\$136.00	\$150.96	\$150.96	\$150.96	\$169.78	\$169.78	\$169.78	\$180.18	\$180.18	\$180.18	\$191.20	\$151.00	\$170.00	\$180.00	\$191.00
Concession - All Zones	\$42.00	\$46.49	\$46.49	\$46.49	\$52.29	\$52.29	\$52.29	\$55.49	\$55.49	\$55.49	\$58.89	\$46.50	\$52.00	\$55.00	\$59.00
FastTrax Student - All Zones	\$73.00	\$81.03	\$81.03	\$81.03	\$91.13	\$91.13	\$91.13	\$96.71	\$96.71	\$96.71	\$102.63	\$81.00	\$91.00	\$97.00	\$103.00
FareSaver Tickets (Book of 10 Tickets)															
Round to Nearest \$.50															
1 Zone Adult	\$19.00	\$21.00	\$21.00	\$21.00	\$23.61	\$23.61	\$23.61	\$25.06	\$25.06	\$25.06	\$26.59	\$21.00	\$23.50	\$25.00	\$26.50
2 Zone Adult	\$28.50	\$31.49	\$31.49	\$31.49	\$35.42	\$35.42	\$35.42	\$37.59	\$37.59	\$37.59	\$39.89	\$31.50	\$35.50	\$37.50	\$40.00
3 Zone Adult	\$38.00	\$41.99	\$41.99	\$41.99	\$47.23	\$47.23	\$47.23	\$50.12	\$50.12	\$50.12	\$53.18	\$42.00	\$47.00	\$50.00	\$53.00
All Zone Concession	\$16.00	\$17.00	\$17.00	\$17.00	\$19.12	\$19.12	\$19.12	\$20.29	\$20.29	\$20.29	\$21.53	\$17.00	\$19.00	\$20.50	\$21.50
DayPass															
Round to Nearest \$.50															
Adult	\$9.00	\$9.00	\$9.00	\$9.00	\$10.12	\$10.12	\$10.12	\$10.74	\$10.74	\$10.74	\$11.40	\$9.00	\$10.00	\$10.50	\$11.50
Concession	\$7.00	\$7.00	\$7.00	\$7.00	\$7.87	\$7.87	\$7.87	\$8.35	\$8.35	\$8.35	\$8.87	\$7.00	\$8.00	\$8.50	\$9.00
Employer Pass (Annual Rate)															
Round to Nearest \$1															
1 Zone Adult	\$762.00	\$845.82	\$845.82	\$845.82	\$951.29	\$951.29	\$951.29	\$1,009.51	\$1,009.51	\$1,009.51	\$1,071.30	\$846.00	\$951.00	\$1,010.00	\$1,071.00
2 Zone Adult	\$1,026.00	\$1,138.86	\$1,138.86	\$1,138.86	\$1,280.88	\$1,280.88	\$1,280.88	\$1,359.27	\$1,359.27	\$1,359.27	\$1,442.45	\$1,139.00	\$1,281.00	\$1,359.00	\$1,442.00
3 Zone Adult	\$1,406.00	\$1,560.66	\$1,560.66	\$1,560.66	\$1,755.27	\$1,755.27	\$1,755.27	\$1,862.70	\$1,862.70	\$1,862.70	\$1,976.69	\$1,561.00	\$1,755.00	\$1,863.00	\$1,977.00
U-Pass															
Special Event Transfer															
Round to Nearest \$.25															
1 Zone Adult	\$2.50	\$2.50	\$2.50	\$2.50	\$2.81	\$2.81	\$2.81	\$2.98	\$2.98	\$2.98	\$3.17	\$2.50	\$2.75	\$3.00	\$3.25
2 Zone Adult	\$3.75	\$3.75	\$3.75	\$3.75	\$4.22	\$4.22	\$4.22	\$4.48	\$4.48	\$4.48	\$4.75	\$3.75	\$4.25	\$4.50	\$4.75
3 Zone Adult	\$5.00	\$5.00	\$5.00	\$5.00	\$5.62	\$5.62	\$5.62	\$5.97	\$5.97	\$5.97	\$6.33	\$5.00	\$5.50	\$6.00	\$6.25
Off Peak Adult	\$2.50	\$2.50	\$2.50	\$2.50	\$2.81	\$2.81	\$2.81	\$2.98	\$2.98	\$2.98	\$3.17	\$2.50	\$2.75	\$3.00	\$3.25
1 Zone Concession	\$1.75	\$1.75	\$1.75	\$1.75	\$1.97	\$1.97	\$1.97	\$2.09	\$2.09	\$2.09	\$2.22	\$1.75	\$2.00	\$2.00	\$2.25
2 Zone Concession	\$2.50	\$2.50	\$2.50	\$2.50	\$2.81	\$2.81	\$2.81	\$2.98	\$2.98	\$2.98	\$3.17	\$2.50	\$2.75	\$3.00	\$3.25
3 Zone Concession	\$3.50	\$3.50	\$3.50	\$3.50	\$3.94	\$3.94	\$3.94	\$4.18	\$4.18	\$4.18	\$4.43	\$3.50	\$4.00	\$4.25	\$4.50
Off Peak Concession	\$1.75	\$1.75	\$1.75	\$1.75	\$1.97	\$1.97	\$1.97	\$2.09	\$2.09	\$2.09	\$2.22	\$1.75	\$2.00	\$2.00	\$2.25
Add Fare Cash/FareSaver															
Equal to difference between fare already															
Adult Up-grade 1 Fare Zone (adjacent Fare Zone)	\$1.25	\$1.25	\$1.25	\$1.25	\$1.41	\$1.41	\$1.41	\$1.49	\$1.49	\$1.49	\$1.58	\$1.25	\$1.50	\$1.50	\$1.50
Adult Up-grade 2 Fare Zones (all Fare Zones)	\$2.50	\$2.50	\$2.50	\$2.50	\$2.81	\$2.81	\$2.81	\$2.98	\$2.98	\$2.98	\$3.17	\$2.50	\$2.75	\$3.00	\$3.00
Concession Up-grade 1 Fare Zone (adjacent Fare Zone)	\$0.75	\$0.75	\$0.75	\$0.75	\$0.84	\$0.84	\$0.84	\$0.90	\$0.90	\$0.90	\$0.95	\$0.75	\$0.75	\$1.00	\$1.00
Concession Up-grade 2 Fare Zones (all Fare Zones)	\$1.75	\$1.75	\$1.75	\$1.75	\$1.97	\$1.97	\$1.97	\$2.09	\$2.09	\$2.09	\$2.22	\$1.75	\$2.00	\$2.25	\$2.25
Add Fare FardCard/Employer Pass															
Equal to difference between fare already															
Adult Up-grade 1 Fare Zone (adjacent Fare Zone) - per journey	\$1.25	\$1.25	\$1.25	\$1.25	\$1.41	\$1.41	\$1.41	\$1.49	\$1.49	\$1.49	\$1.58	\$1.25	\$1.50	\$1.50	\$1.50
Adult Up-grade 2 Fare Zones (all Fare Zones) - per journey	\$2.50	\$2.50	\$2.50	\$2.50	\$2.81	\$2.81	\$2.81	\$2.98	\$2.98	\$2.98	\$3.17	\$2.50	\$2.75	\$3.00	\$3.00
Canada Line YVR Add Fare*															
Adult Up-grade 1 Fare Zone (adjacent Fare Zone)	\$2.50	\$2.50	\$2.50	\$2.50	\$2.81	\$2.81	\$2.81	\$2.98	\$2.98	\$2.98	\$3.17	\$2.50	\$2.75	\$3.00	\$3.00
Custom Transit Service															
Cash Fares															
Round to Nearest \$.25															
Within 1 zone	\$2.50	\$2.50	\$2.50	\$2.50	\$2.81	\$2.81	\$2.81	\$2.98	\$2.98	\$2.98	\$3.17	\$2.50	\$2.75	\$3.00	\$3.25
Between 2 adjacent zones	\$2.50	\$2.50	\$2.50	\$2.50	\$2.81	\$2.81	\$2.81	\$2.98	\$2.98	\$2.98	\$3.17	\$2.50	\$2.75	\$3.00	\$3.25
Between 3 adjacent zones	\$3.75	\$3.75	\$3.75	\$3.75	\$4.22	\$4.22	\$4.22	\$4.48	\$4.48	\$4.48	\$4.75	\$3.75	\$4.25	\$4.50	\$4.75
Between 4 adjacent zones	\$5.00	\$5.00	\$5.00	\$5.00	\$5.62	\$5.62	\$5.62	\$5.97	\$5.97	\$5.97	\$6.33	\$5.00	\$5.50	\$6.00	\$6.25
FareSaver (Ticket)															
Equal to Custom Transit Cash Fare															
Within 1 zone (Yellow)	\$2.50	\$2.50	\$2.50	\$2.50	\$2.81	\$2.81	\$2.81	\$2.98	\$2.98	\$2.98	\$3.17	\$2.50	\$2.75	\$3.00	\$3.25
Between 2 adjacent zones (Yellow)	\$2.50	\$2.50	\$2.50	\$2.50	\$2.81	\$2.81	\$2.81	\$2.98	\$2.98	\$2.98	\$3.17	\$2.50	\$2.75	\$3.00	\$3.25
Between 3 adjacent zones (Red)	\$3.75	\$3.75	\$3.75	\$3.75	\$4.22	\$4.22	\$4.22	\$4.48	\$4.48	\$4.48	\$4.75	\$3.75	\$4.25	\$4.50	\$4.75
Between 4 adjacent zones (2 Yellow or 1 Green)	\$5.00	\$5.00	\$5.00	\$5.00	\$5.62	\$5.62	\$5.62	\$5.97	\$5.97	\$5.97	\$6.33	\$5.00	\$5.50	\$6.00	\$6.25
FareSaver Book (10 Tickets)															
Round to Nearest \$.50															
Within 1 zone (Yellow Book)	\$19.00	\$21.00	\$21.00	\$21.00	\$23.61	\$23.61	\$23.61	\$25.06	\$25.06	\$25.06	\$26.59	\$21.00	\$23.50	\$25.00	\$26.50

Year	Fare Increases											Proposed New Fares			
	2009	April 1st, 2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	April 1st, 2010	2013	2016	2019
Between 2 adjacent zones (Yellow Book)	\$19.00	\$21.00	\$21.00	\$21.00	\$23.61	\$23.61	\$23.61	\$25.06	\$25.06	\$25.06	\$26.59	\$21.00	\$23.50	\$25.00	\$26.50
Between 3 adjacent zones (Red Book)	\$28.50	\$31.49	\$31.49	\$31.49	\$35.42	\$35.42	\$35.42	\$37.59	\$37.59	\$37.59	\$39.89	\$31.50	\$35.50	\$37.50	\$40.00
Between 4 adjacent zones (Green Book)	\$38.00	\$41.99	\$41.99	\$41.99	\$47.23	\$47.23	\$47.23	\$50.12	\$50.12	\$50.12	\$53.18	\$42.00	\$47.00	\$50.00	\$53.00
Monthly FareCard												Round to Nearest \$1			
Within 1 zone	\$73.00	\$81.03	\$81.03	\$81.03	\$91.13	\$91.13	\$91.13	\$96.71	\$96.71	\$96.71	\$102.63	\$81.00	\$91.00	\$97.00	\$103.00
Between 2 adjacent zones	\$73.00	\$81.03	\$81.03	\$81.03	\$91.13	\$91.13	\$91.13	\$96.71	\$96.71	\$96.71	\$102.63	\$81.00	\$91.00	\$97.00	\$103.00
Between 3 adjacent zones	\$99.00	\$109.99	\$109.99	\$109.99	\$123.70	\$123.70	\$123.70	\$131.28	\$131.28	\$131.28	\$139.31	\$110.00	\$124.00	\$131.00	\$139.00
Between 4 adjacent zones	\$136.00	\$150.96	\$150.96	\$150.96	\$169.78	\$169.78	\$169.78	\$180.18	\$180.18	\$180.18	\$191.20	\$151.00	\$170.00	\$180.00	\$191.00
TaxiSaver coupons												Half face value of coupons			
\$50 face value coupon book												\$25.00	\$25.00	\$25.00	\$25.00
West Coast Express (WCE) Service															
Cash Fares - One Way												Round to Nearest \$25			
1 Zone Adult	\$5.00	\$5.00	\$5.00	\$5.00	\$5.62	\$5.62	\$5.62	\$5.97	\$5.97	\$5.97	\$6.33	\$5.00	\$5.50	\$6.00	\$6.25
2 Zones Adult	\$5.00	\$5.00	\$5.00	\$5.00	\$5.62	\$5.62	\$5.62	\$5.97	\$5.97	\$5.97	\$6.33	\$5.00	\$5.50	\$6.00	\$6.25
3 Zones Adult	\$6.75	\$6.75	\$6.75	\$6.75	\$7.59	\$7.59	\$7.59	\$8.06	\$8.06	\$8.06	\$8.55	\$6.75	\$7.50	\$8.00	\$8.50
4 Zones Adult	\$8.25	\$8.25	\$8.25	\$8.25	\$9.28	\$9.28	\$9.28	\$9.85	\$9.85	\$9.85	\$10.45	\$8.25	\$9.25	\$9.75	\$10.50
5 Zones Adult	\$11.25	\$11.25	\$11.25	\$11.25	\$12.65	\$12.65	\$12.65	\$13.43	\$13.43	\$13.43	\$14.25	\$11.25	\$12.75	\$13.50	\$14.25
1 Zone Concession	\$3.00	\$3.00	\$3.00	\$3.00	\$3.37	\$3.37	\$3.37	\$3.58	\$3.58	\$3.58	\$3.80	\$3.00	\$3.25	\$3.50	\$3.75
2 Zones Concession	\$3.00	\$3.00	\$3.00	\$3.00	\$3.37	\$3.37	\$3.37	\$3.58	\$3.58	\$3.58	\$3.80	\$3.00	\$3.25	\$3.50	\$3.75
3 Zones Concession	\$4.00	\$4.00	\$4.00	\$4.00	\$4.50	\$4.50	\$4.50	\$4.77	\$4.77	\$4.77	\$5.07	\$4.00	\$4.50	\$4.75	\$5.00
4 Zones Concession	\$5.00	\$5.00	\$5.00	\$5.00	\$5.62	\$5.62	\$5.62	\$5.97	\$5.97	\$5.97	\$6.33	\$5.00	\$5.50	\$6.00	\$6.25
5 Zones Concession	\$7.00	\$7.00	\$7.00	\$7.00	\$7.87	\$7.87	\$7.87	\$8.35	\$8.35	\$8.35	\$8.87	\$7.00	\$7.75	\$8.25	\$8.75
Cash Fares - Return												Round to Nearest \$25			
1 Zone Adult	\$9.50	\$9.50	\$9.50	\$9.50	\$10.68	\$10.68	\$10.68	\$11.34	\$11.34	\$11.34	\$12.03	\$9.50	\$10.75	\$11.25	\$12.00
2 Zones Adult	\$9.50	\$9.50	\$9.50	\$9.50	\$10.68	\$10.68	\$10.68	\$11.34	\$11.34	\$11.34	\$12.03	\$9.50	\$10.75	\$11.25	\$12.00
3 Zones Adult	\$12.50	\$12.50	\$12.50	\$12.50	\$14.06	\$14.06	\$14.06	\$14.92	\$14.92	\$14.92	\$15.83	\$12.50	\$14.00	\$15.00	\$15.75
4 Zones Adult	\$15.50	\$15.50	\$15.50	\$15.50	\$17.43	\$17.43	\$17.43	\$18.50	\$18.50	\$18.50	\$19.63	\$15.50	\$17.50	\$18.50	\$19.50
5 Zones Adult	\$21.00	\$21.00	\$21.00	\$21.00	\$23.62	\$23.62	\$23.62	\$25.06	\$25.06	\$25.06	\$26.60	\$21.00	\$23.50	\$25.00	\$26.50
1 Zone Concession	\$5.75	\$5.75	\$5.75	\$5.75	\$6.47	\$6.47	\$6.47	\$6.86	\$6.86	\$6.86	\$7.28	\$5.75	\$6.50	\$6.75	\$7.25
2 Zones Concession	\$5.75	\$5.75	\$5.75	\$5.75	\$6.47	\$6.47	\$6.47	\$6.86	\$6.86	\$6.86	\$7.28	\$5.75	\$6.50	\$6.75	\$7.25
3 Zones Concession	\$7.50	\$7.50	\$7.50	\$7.50	\$8.44	\$8.44	\$8.44	\$8.95	\$8.95	\$8.95	\$9.50	\$7.50	\$8.50	\$9.00	\$9.50
4 Zones Concession	\$9.60	\$9.60	\$9.60	\$9.60	\$10.80	\$10.80	\$10.80	\$11.46	\$11.46	\$11.46	\$12.16	\$9.50	\$10.75	\$11.50	\$12.25
5 Zones Concession	\$13.25	\$13.25	\$13.25	\$13.25	\$14.90	\$14.90	\$14.90	\$15.81	\$15.81	\$15.81	\$16.78	\$13.25	\$15.00	\$15.75	\$16.75
Weekly Pass												Round to Nearest \$25			
1 Zone Adult	\$38.00	\$42.18	\$42.18	\$42.18	\$47.44	\$47.44	\$47.44	\$50.34	\$50.34	\$50.34	\$53.42	\$42.25	\$47.50	\$50.25	\$53.50
2 Zones Adult	\$38.00	\$42.18	\$42.18	\$42.18	\$47.44	\$47.44	\$47.44	\$50.34	\$50.34	\$50.34	\$53.42	\$42.25	\$47.50	\$50.25	\$53.50
3 Zones Adult	\$52.25	\$58.00	\$58.00	\$58.00	\$65.23	\$65.23	\$65.23	\$69.22	\$69.22	\$69.22	\$73.46	\$58.00	\$65.25	\$69.25	\$73.50
4 Zones Adult	\$63.50	\$70.49	\$70.49	\$70.49	\$79.27	\$79.27	\$79.27	\$84.13	\$84.13	\$84.13	\$89.27	\$70.50	\$79.25	\$84.00	\$89.25
5 Zones Adult	\$87.75	\$97.40	\$97.40	\$97.40	\$109.55	\$109.55	\$109.55	\$116.25	\$116.25	\$116.25	\$123.37	\$97.50	\$109.50	\$116.25	\$123.25
1 Zone Concession	\$25.50	\$28.31	\$28.31	\$28.31	\$31.83	\$31.83	\$31.83	\$33.78	\$33.78	\$33.78	\$35.85	\$28.25	\$31.75	\$33.75	\$35.75
2 Zones Concession	\$25.50	\$28.31	\$28.31	\$28.31	\$31.83	\$31.83	\$31.83	\$33.78	\$33.78	\$33.78	\$35.85	\$28.25	\$31.75	\$33.75	\$35.75
3 Zones Concession	\$34.50	\$38.30	\$38.30	\$38.30	\$43.07	\$43.07	\$43.07	\$45.71	\$45.71	\$45.71	\$48.50	\$38.25	\$43.00	\$45.75	\$48.50
4 Zones Concession	\$42.50	\$47.18	\$47.18	\$47.18	\$53.06	\$53.06	\$53.06	\$56.30	\$56.30	\$56.30	\$59.75	\$47.25	\$53.00	\$56.25	\$59.75
5 Zones Concession	\$59.25	\$65.77	\$65.77	\$65.77	\$73.97	\$73.97	\$73.97	\$78.50	\$78.50	\$78.50	\$83.30	\$65.75	\$74.00	\$78.50	\$83.25
28 Day Pass												Round to Nearest \$25			
1 Zone Adult	\$121.50	\$134.87	\$134.87	\$134.87	\$151.68	\$151.68	\$151.68	\$160.97	\$160.97	\$160.97	\$170.82	\$134.75	\$151.75	\$161.00	\$170.75
2 Zones Adult	\$121.50	\$134.87	\$134.87	\$134.87	\$151.68	\$151.68	\$151.68	\$160.97	\$160.97	\$160.97	\$170.82	\$134.75	\$151.75	\$161.00	\$170.75
3 Zones Adult	\$161.00	\$178.71	\$178.71	\$178.71	\$201.00	\$201.00	\$201.00	\$213.30	\$213.30	\$213.30	\$226.35	\$178.75	\$201.00	\$213.25	\$226.25
4 Zones Adult	\$195.50	\$217.01	\$217.01	\$217.01	\$244.07	\$244.07	\$244.07	\$259.00	\$259.00	\$259.00	\$274.85	\$217.00	\$244.00	\$259.00	\$274.75
5 Zones Adult	\$269.00	\$298.59	\$298.59	\$298.59	\$335.82	\$335.82	\$335.82	\$356.38	\$356.38	\$356.38	\$378.19	\$298.50	\$335.75	\$356.25	\$378.25
1 Zone Concession	\$74.50	\$82.70	\$82.70	\$82.70	\$93.01	\$93.01	\$93.01	\$98.70	\$98.70	\$98.70	\$104.74	\$82.75	\$93.00	\$98.75	\$104.75
2 Zones Concession	\$74.50	\$82.70	\$82.70	\$82.70	\$93.01	\$93.01	\$93.01	\$98.70	\$98.70	\$98.70	\$104.74	\$82.75	\$93.00	\$98.75	\$104.75
3 Zones Concession	\$99.75	\$110.72	\$110.72	\$110.72	\$124.53	\$124.53	\$124.53	\$132.15	\$132.15	\$132.15	\$140.24	\$110.75	\$124.50	\$132.25	\$140.25
4 Zones Concession	\$123.50	\$137.09	\$137.09	\$137.09	\$154.18	\$154.18	\$154.18	\$163.62	\$163.62	\$163.62	\$173.63	\$137.00	\$154.25	\$163.50	\$173.50
5 Zones Concession	\$174.00	\$193.14	\$193.14	\$193.14	\$217.22	\$217.22	\$217.22	\$230.52	\$230.52	\$230.52	\$244.63	\$193.00	\$217.25	\$230.50	\$244.50
FastTrax Student - All Zones	\$121.50	\$134.87	\$134.87	\$134.87	\$151.68	\$151.68	\$151.68	\$160.97	\$160.97	\$160.97	\$170.82	\$134.75	\$151.75	\$161.00	\$170.75
Community Pass - All Zones	\$84.75	\$94.07	\$94.07	\$94.07	\$105.80	\$105.80	\$105.80	\$112.28	\$112.28	\$112.28	\$119.15	\$94.00	\$105.75	\$112.25	\$119.25
U-Pass Student - All Zones	\$84.75	\$94.07	\$94.07	\$94.07	\$105.80	\$105.80	\$105.80	\$112.28	\$112.28	\$112.28	\$119.15	\$94.00	\$105.75	\$112.25	\$119.25
Employer Pass - Monthly Rate												Round to Nearest \$1			
1 Zone Adult	\$110.00	\$122.10	\$122.10	\$122.10	\$137.33	\$137.33	\$137.33	\$145.73	\$145.73	\$145.73	\$154.65	\$122.00	\$137.00	\$146.00	\$155.00
2 Zones Adult	\$110.00	\$122.10	\$122.10	\$122.10	\$137.33	\$137.33	\$137.33	\$145.73	\$145.73	\$145.73	\$154.65	\$122.00	\$137.00	\$146.00	\$155.00
3 Zones Adult	\$148.00	\$164.28	\$164.28	\$164.28	\$184.77	\$184.77	\$184.77	\$196.07	\$196.07	\$196.07	\$208.07	\$164.00	\$185.00	\$196.00	\$208.00
4 Zones Adult	\$180.00	\$199.80	\$199.80	\$199.80	\$224.72	\$224.72	\$224.72	\$238.47	\$238.47	\$238.47	\$253.06	\$200.00	\$225.00	\$238.00	\$253.00
5 Zones Adult	\$248.00	\$275.28	\$275.28	\$275.28	\$309.61	\$309.61	\$309.61	\$328.56	\$328.56	\$328.56	\$348.66	\$275.00	\$310.00	\$329.00	\$349.00
Bicycles												Round to Nearest \$25/\$1			
1 Day Ticket	\$1.00	\$1.00	\$1.00	\$1.00	\$1.12	\$1.12	\$1.12	\$1.19	\$1.19	\$1.19	\$1.27	\$1.00	\$1.00	\$1.25	\$1.25
1 Week Pass	\$5.00	\$5.00	\$5.00	\$5.00	\$5.62	\$5.62	\$5.62	\$5.97	\$5.97	\$5.97	\$6.33	\$5.00	\$5.50	\$6.00	\$6.25
28 Day Pass	\$15.00	\$16.65	\$16.65	\$16.65	\$18.73	\$18.73	\$18.73	\$19.87	\$19.87	\$19.87	\$21.09	\$17.00	\$19.00	\$20.00	\$21.00
Add Fares												Round to Nearest \$25			
Adult - In the transportation service region															
SCBCTA Proof of Payment	\$2.50	\$2.50	\$2.50	\$2.50	\$2.81	\$2.81	\$2.81	\$2.98	\$2.98	\$2.98	\$3.17	\$2.50	\$2.75	\$3.00	\$3.25

Year	Fare Increases											Proposed New Fares			
	2009	April 1st, 2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	April 1st, 2010	2013	2016	2019
Concession - In the transportation service region SCBCTA Proof of Payment	\$1.75	\$1.75	\$1.75	\$1.75	\$1.97	\$1.97	\$1.97	\$2.09	\$2.09	\$2.09	\$2.22	\$1.75	\$2.00	\$2.00	\$2.25
Adult - In Mission, Central Fraser Valley fare receipt or monthly pass and U-pass	\$1.75	\$1.75	\$1.75	\$1.75	\$1.97	\$1.97	\$1.97	\$2.09	\$2.09	\$2.09	\$2.22	\$1.75	\$2.00	\$2.00	\$2.25
Concession - In Mission, Central Fraser Valley fare receipt or monthly pass and U-pass	\$1.50	\$1.50	\$1.50	\$1.50	\$1.69	\$1.69	\$1.69	\$1.79	\$1.79	\$1.79	\$1.90	\$1.50	\$1.75	\$1.75	\$2.00
Passes and Other Product and Services															
Multi-Pass (for conventions)												Round to Nearest \$.25			
Per Pass - Purchase 500-5,000 passes per day	\$5.25	\$5.83	\$5.83	\$5.83	\$6.55	\$6.55	\$6.55	\$6.96	\$6.96	\$6.96	\$7.38	\$5.75	\$6.50	\$7.00	\$7.25
Per Pass - Purchase more than 5,000 passes per day	\$4.25	\$4.72	\$4.72	\$4.72	\$5.31	\$5.31	\$5.31	\$5.63	\$5.63	\$5.63	\$5.98	\$4.75	\$5.25	\$5.50	\$6.00
FastTrax Decal												Round to Nearest \$.25			
FastTrax Student - All Zones	\$2.25	\$2.50	\$2.50	\$2.50	\$2.81	\$2.81	\$2.81	\$2.98	\$2.98	\$2.98	\$3.16	\$2.50	\$2.75	\$3.00	\$3.25
Other												Round to Nearest \$.25			
Stored Value Card/Xpress Card Deposit	\$10.00	\$11.10	\$11.10	\$11.10	\$12.48	\$12.48	\$12.48	\$13.25	\$13.25	\$13.25	\$14.06	\$11.00	\$12.50	\$13.25	\$14.00

*Canada Line Add Fare is effective January 1, 2010

Appendix 10
2010 - 2019 Supplemental Plan

	Current 2009	2010	2011	2012	2013	Forecast 2014	2015	2016	2017	2018	2019
Hydro Levy Rate (per month)	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90
Hydro Levy Revenue (000's)	18,100	18,411	18,725	19,035	19,348	19,669	19,996	20,328	20,661	20,992	21,321
Parking Sales Tax Rate	7%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%
Parking Sales Tax Revenue (000's)	15,120	46,267	47,193	48,136	49,099	50,081	51,083	52,104	53,146	54,209	55,294
Motor Fuel Tax	0.12	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Motor Fuel Tax Revenue (000's)	264,800	321,880	324,280	326,380	333,130	337,930	346,630	351,130	359,680	366,130	371,830

GEB Toll Rates and Revenue

(based on business case rates)

Rates											
Car	2.80	2.85	2.95	3.00	3.05	3.10	3.15	3.25	3.30	3.35	3.40
Light Truck	4.20	4.30	4.40	4.50	4.55	4.65	4.75	4.85	4.95	5.05	5.15
Heavy Truck	5.64	5.75	5.85	6.00	6.10	6.20	6.35	6.45	6.60	6.75	6.90
Revenue	13,430	46,651	59,557	63,434	67,098	70,994	74,785	79,764	83,987	88,426	94,199

* To be specified by vehicle type



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