NOTICE TO THE GVRD FINANCE COMMITTEE

You are requested to attend a Meeting of the GVRD Finance Committee to be held at 9:00 am on Thursday, July 12, 2007 in the 2nd Floor Boardroom, 4330 Kingsway, Burnaby, British Columbia.

A G E N D A

1. ADOPTION OF THE AGENDA

1.1 July 12, 2007 Regular Meeting Agenda
   Staff Recommendation:
   That the Finance Committee adopt the agenda for the Finance Committee Regular Meeting scheduled for July 12, 2007 as circulated.

2. ADOPTION OF MINUTES

2.1 June 14, 2007 Regular Meeting Minutes
   Staff Recommendation:
   That the Finance Committee adopt the Minutes of the Finance Committee Regular Meeting held June 14, 2007 as circulated.

3. DELEGATIONS
   No items presented.

4. INVITED PRESENTATIONS
   No items presented.

5. REPORTS FROM COMMITTEE OR STAFF

5.1 Financial Projections for 2008 to 2012
   Designated Speaker: Johnny Carline
   Recommendation:
   That the Board endorse the five year financial framework for 2008-2012 for budget and long range planning purposes as outlined in the report titled “Financial Projections for 2008 to 2012” dated June 12, 2007.
5.2 GVRD Board Ratification of TransLink’s 2008 Strategic Transportation Plan  
*Designated Speaker: Hugh Kellas*  
*Recommendations:*  
  a) That the GVRD Board ratify the GVTA’s 2008 Transportation and Financial Plan, dated June 2007, as its Strategic Transportation Plan, pursuant to Section 14 of the GVTA Act;  
  b) That given the importance of transportation demand management to the development of a sustainable land use and transportation strategy, the GVRD Board advise the GVTA Board and GVRD Mayors of:  
     i. the intention of the GVRD to continue to incorporate transportation demand management objectives in the renewal of its regional growth strategy;  
     ii. its desire to consult with the GVTA in the development of transportation demand management objectives and policies to be incorporated in the new 10-year plan and long-range strategy; and  
     iii. its desire to see a long-term financial strategy for meeting the region’s transportation needs which includes new transportation-related funding sources.

5.3 Fall MFA Borrowing for Member Municipalities -  
GVRD Security Issuing Bylaw 1063, 2007  
*Designated Speaker: Phil Trotzuk*  
*Recommendations:*  
  a) That the GVRD Board, pursuant to Sections 182(1)(b) and 182(2)(a) of the Community Charter, give consent to the request for financing from the Township of Langley in the amount of $3,250,000;  
  b) That “Greater Vancouver Regional District Security Issuing Bylaw No. 1063, 2007” being a bylaw to authorize the entering into of an Agreement respecting financing between the Greater Vancouver Regional District and the Municipal Finance Authority of British Columbia, be introduced and read a first, second and third time;  
  c) That “Greater Vancouver Regional District Security Issuing Bylaw No. 1063, 2007” be reconsidered, passed and finally adopted;  
5.4 Fall MFA Borrowing for Member Municipalities - GVRD Security Issuing Bylaw 1064, 2007

Designated Speaker: Phil Trotzuk

Recommendations:

a) That the GVRD Board, pursuant to Sections 182(1)(b) and 182(2)(a) of the Community Charter, give consent to the request for financing from the Township of Langley in the amount of $11,000,000;

b) That “Greater Vancouver Regional District Security Issuing Bylaw No. 1064, 2007” being a bylaw to authorize the entering into of an Agreement respecting financing between the Greater Vancouver Regional District and the Municipal Finance Authority of British Columbia, be introduced and read a first, second and third time;

c) That “Greater Vancouver Regional District Security Issuing Bylaw No. 1064, 2007” be reconsidered, passed and finally adopted;

d) That “Greater Vancouver Regional District Security Issuing Bylaw No. 1064, 2007” be forwarded to the Inspector of Municipalities for Certificate of Approval.

5.5 Fall MFA Borrowing for Member Municipalities - GVRD Security Issuing Bylaw 1065, 2007

Designated Speaker: Phil Trotzuk

Recommendations:

a) That the GVRD Board, pursuant to Sections 182(1)(b) and 182(2)(a) of the Community Charter, give consent to the request for financing from the District of North Vancouver in the amount of $15,145,000;

b) That “Greater Vancouver Regional District Security Issuing Bylaw No. 1065, 2007” being a bylaw to authorize the entering into of an Agreement respecting financing between the Greater Vancouver Regional District and the Municipal Finance Authority of British Columbia, be introduced and read a first, second and third time;

c) That “Greater Vancouver Regional District Security Issuing Bylaw No. 1065, 2007” be reconsidered, passed and finally adopted;


5.6 Manager’s Report

6. INFORMATION REPORTS


Designated Speaker: Phil Trotzuk

Recommendation:

6.2 Tender/Contract Award Information – May 2007  
Designated Speaker: Tracey Husoy  
Recommendation:  

7. INFORMATION ITEMS  
No items presented.

8. OTHER BUSINESS  
No items presented.

9. RESOLUTION TO CLOSE MEETING  
Staff Recommendation:  
That the regular meeting the GVRD Finance Committee scheduled for July 12, 2007 be closed pursuant to the Community Charter provisions, Section 90(1)(a), (d) and (g) as follows:  
“90 (1) A part of a committee meeting may be closed to the public if the subject matter being considered relates to one or more of the following:  
(d) the security of the property of the regional district;  
j) information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 of the Freedom of Information and Protection of Privacy Act”.

10. ADJOURNMENT
Minutes of the Regular Meeting of the Greater Vancouver Regional District (GVRD) Finance Committee held at 9:04 a.m. on Thursday, June 14, 2007 in the 2nd Floor Boardroom, 4330 Kingsway, Burnaby, British Columbia.

PRESENT:
Chair, Director Don MacLean, City of Pitt Meadows
Vice Chair, Director Malcolm Brodie, City of Richmond
Councillor John Clark, District of West Vancouver
Director Ralph Drew, Village of Belcarra
Councillor Robin Hicks, District of North Vancouver (arrived at 9:05 a.m.)
Director Marvin Hunt, City of Surrey
Director Colleen Jordan, City of Burnaby
Councillor Raymond Louie, City of Vancouver
Director Gayle Martin, City of Langley

ABSENT:
None

STAFF:
Johnny Carline, Chief Administrative Officer
Delia Laglagaron, Deputy Chief Administrative Officer
Phil Trotzuk, Financial Planning and Operations Manager, Finance and Administration Department
Tracy Husoy, Purchasing and Risk Manager, Finance and Administration Department
Klara Kutakova, Assistant to Regional Committees, Corporate Secretary's Department

1. ADOPTION OF THE AGENDA

1.1 June 14, 2007 Regular Meeting Agenda

It was MOVED and SECONDED That the Finance Committee adopt the agenda for the Finance Committee Regular Meeting scheduled for June 14, 2007 as circulated.

CARRIED

2. ADOPTION OF MINUTES

2.1 April 19, 2007 Regular Meeting Minutes

It was MOVED and SECONDED That the Finance Committee adopt the Minutes of the Finance Committee Regular Meeting held April 19, 2007 as circulated.

CARRIED

3. DELEGATIONS

No items presented.
4. **INVITED PRESENTATIONS**
No items presented.

5. **REPORTS FROM COMMITTEE OR STAFF**

5.1 **2006 Schedules of Financial Information**
Report dated June 7, 2007 from Phil Trotzuk, Financial Planning and Operations Manager, Finance and Administration Department, presenting the 2006 Schedules of Financial Information as part of the reporting requirements of the Financial Information Act.

9:05 a.m.
Councillor Hicks arrived at the meeting.

**It was MOVED and SECONDED**
That the GVRD Board approve the 2006 Schedules of Financial Information for Remuneration and Expenses and for Payments to Suppliers for Goods and Services.

**CARRIED**

5.2 **Sustainable Procurement Update**
Report dated May 30, 2007 from Tracey S. Husoy, Purchasing and Risk Manager, Finance and Administration Department, providing an update on the implementation and initial findings of the Framework for Sustainable Procurement.

**It was MOVED and SECONDED**
That the GVRD Board receive the report titled “Sustainable Procurement Update” dated May 30, 2007 regarding the implementation and initial findings of the framework for Sustainable Procurement.

**CARRIED**

5.3 **Manager’s Report**
The Committee was informed that the Chief Financial Officer’s recruitment is expected to be completed in September 2007.

6. **INFORMATION REPORTS**

6.1 **Status of Utilities Capital Expenditures to April 30, 2007**
Report dated May 28, 2007 from Tim Jervis, Manager, Engineering and Construction Department, and Phil Trotzuk, Financial Planning and Operations Manager, Finance and Administration Department, reporting on the status of utilities capital expenditures.

**It was MOVED and SECONDED**

**CARRIED**
6.2 Floating Rate Exposure to April 30, 2007
Report dated May 16, 2007 from Gord Nicol, Comptroller Treasury, Finance and Administration Department, informing about GVRD’s exposure to interest rate risk from floating rate debt, as required by policy.

Discussion ensued on the effectiveness of the Floating Rate Debt being capped at 20% of the total debt.

Request of Staff
Staff was requested to review the best practices of the Floating Rate Debt.

It was MOVED and SECONDED
That the Finance Committee receive the report dated May 16, 2007 titled “Floating Rate Exposure to April 30, 2007” for information.  

CARRIED

6.3 Investment Position and Returns – January to April 2007
Report dated May 17, 2007 from Gord Nicol, Comptroller Treasury, Finance and Administration Department, reporting on the investment returns for the first reporting period in 2007 pursuant to the requirements of the Investment Policy.

It was MOVED and SECONDED

CARRIED

6.4 Tender/Contract Award Information – March and April 2007
Report dated May 31, 2007 from Tracey Husoy, Purchasing and Risk Manager, Finance and Administration Department, informing about contracts valued at or estimated at more than $250,000.00.

It was MOVED and SECONDED

CARRIED

7. INFORMATION ITEMS
No items presented.

8. OTHER BUSINESS
No items presented.

9. RESOLUTION TO CLOSE MEETING

It was MOVED and SECONDED
That the regular meeting the GVRD Finance Committee scheduled for June 14, 2007 be closed pursuant to the Community Charter provisions, Section 90(1)(d) as follows: “90 (1) A part of a committee meeting may be closed to the public if the subject matter being considered relates to one or more of the following: (d) the security of the property of the regional district.”

CARRIED
10. **ADJOURNMENT**

   **It was MOVED and SECONDED**
   That the meeting now conclude.

   **CARRIED**
   (Time: 9:36 a.m.)

   Klara Kutakova, Assistant to Regional Committees
   Don MacLean, Chair
Item No. 5.1

Finance Committee Meeting Date: July 12, 2007

To: Finance Committee

From: Johnny Carline, Chief Administrative Officer

Date: June 12, 2007

Subject: Financial Projections for 2008 to 2012

Recommendation:
That the Board endorse the five year financial framework for 2008-2012 for budget and long range planning purposes as outlined in the report titled “Financial Projections for 2008 to 2012” dated June 12, 2007.

1. PURPOSE

To review and endorse financial projections as part of the 2008 Program Planning and Budget Process

2. CONTEXT

Program Planning and Budget Process
A key part of the Program Planning and Budget process is the establishment of framework of five year financial projections which are used to set the context for budget development purposes (see Schedule 1 attached for the timeline of our process). Note that these projections have been adjusted to reflect inflation.

The financial projections reflect, at this point in time, the anticipated program budget changes based on Board supported initiatives as well as legislative and operational requirements. Every effort will be made to meet or beat these projections as the budget process progresses. In 2007 the actual budget results for the Regional District and the Water Rate were lower than projection, the projection for the Solid Waste Tipping Fee was met and the budget for Liquid Waste exceeded the projection slightly.

As we have done in the past the projections, reflective of any new cost drivers and uncertainties, are reviewed and endorsed by the Board.

Historical Budget Perspective
The Finance Committee has been interested in understanding the historical progression of the Districts’ budgets. As in the prior years, Schedule 2 shows this information and includes annual budget changes along with explanations of any significant swings.
Overview of 5 year Budget Framework

Accurately forecasting 5 year financial projections and then sticking with those forecasts is difficult. This year we propose no changes to the projections presented during last year's Program Planning and Budget Process for Water, Liquid Waste and Solid Waste while the 2008 projection for the Regional District has been increased to reflect some changes due to recent Board direction.

Not included in the financial projections at this time are the financial impacts of the Liquid Waste Management Plan, the Solid Waste Management Plan and the Regional Growth Strategy which are all currently under review. The operational and financial impacts of each will be considered by the Board as part of a formal adoption process later this year or early next. Necessary adjustments to the 2008 budget and future financial projections will be considered during the adoption process.

Each legal function is covered in detail below. Overall the projections shown will increase the average household cost in 2008 for District services by approximately $28 – with the largest single component of this increase ($18) being in Water as we continue toward completion of the Seymour-Capilano Filtration Project. These costs are based on an average household of approximately $543,000 in assessed value.

Regional District:

Impact to Average Household

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projections in 2007</td>
<td>5.5%</td>
<td>5.5%</td>
<td>5.5%</td>
<td>5.5%</td>
<td>--</td>
</tr>
<tr>
<td>Projections in 2008</td>
<td>5.5%</td>
<td>5.5%</td>
<td>5.5%</td>
<td>5.5%</td>
<td>3.5%</td>
</tr>
<tr>
<td>Impact to Household (rounded)</td>
<td>$2</td>
<td>$2</td>
<td>$2</td>
<td>$2</td>
<td>$1</td>
</tr>
</tbody>
</table>

Note: In this case we are assuming that growth in the region will be 1.5%

The main budget drivers in the Regional District over the next five years are primarily the impact of inflation (3.0%) and the implementation of the Parks Greenway Management Plan (PGMP) (2.5%) of approximately $15 million which is being phased in over 10 years. While there is no change in the projection for the Regional District for 2008 – 11 it should be noted that many new initiatives supported by the Board often fall within the Regional District where the impact on tax requisitions is very sensitive. Fitting the costs associated with these initiatives within the existing financial framework is often challenging.

A projection of 3.5% has been added for 2012.

Budget uncertainties not reflected in current projections:

1) Regional Parks possible contribution to the dredging of Burnaby Lake of approximately $9 million. Assuming debt financing, this contribution would increase the impact to the average household by approximately 2%.
**Water District:**

**Impact to Average Household**

<table>
<thead>
<tr>
<th>Water Rate (m3)</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projections in 2007</td>
<td>.3888</td>
<td>.4428</td>
<td>.4672</td>
<td>.4859</td>
<td>--</td>
</tr>
<tr>
<td>Projections in 2008</td>
<td>.3888</td>
<td>.4428</td>
<td>.4672</td>
<td>.4859</td>
<td>.5053</td>
</tr>
<tr>
<td>Impact to Household (rounded)</td>
<td>$18</td>
<td>$23</td>
<td>$11</td>
<td>$8</td>
<td>$8</td>
</tr>
<tr>
<td>Impact (rounded)</td>
<td>11.7%</td>
<td>13.9%</td>
<td>5.5%</td>
<td>4.0%</td>
<td>4.0%</td>
</tr>
</tbody>
</table>

The wholesale water rate increases over the next five years is primarily due to the debt service and operating costs associated with the Seymour-Capilano Filtration Plant. In addition to the filtration project costs, the decline in predicted water consumption, costs associated with asset management planning and maintenance and costs related to the purchase of water due to an increased frequency of turbidity events have put upward pressure on the water rate.

**There is no change to the water rate projections for 2008-2011.** A projected water rate of $0.5053 per cubic metre has been added for 2012.

**Budget uncertainties not reflected in current projections:**

1) Water Sales revenue variances: (a) consumption on a per capita basis has declined in the past reducing water sales; (b) a wet fall or summer can cause revenue variances of +/- 3% ($3 million).

2) The market indicators on long-term interest rates are indicating a possible increase.

**Sewerage and Drainage District:**

**Liquid Waste:**

**Impact to Average Household**

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projections in 2007</td>
<td>5.0%</td>
<td>4.0%</td>
<td>3.0%</td>
<td>3.0%</td>
<td>--</td>
</tr>
<tr>
<td>Projections in 2008</td>
<td>5.0%</td>
<td>4.0%</td>
<td>3.0%</td>
<td>3.0%</td>
<td>3.0%</td>
</tr>
<tr>
<td>Impact to Household (rounded)</td>
<td>$7</td>
<td>$5</td>
<td>$5</td>
<td>$5</td>
<td>$5</td>
</tr>
</tbody>
</table>

Note: In this case we are assuming that growth in the region will be 1.5%

The main budget drivers in Liquid Waste continue to be the impacts of inflation and the increased costs associated with the maintenance of our aging infrastructure.
There is no change to the Liquid Waste projections for 2008-2011. A projection of 3.0% has been added for 2012.

*Budget uncertainties not reflected in current projections:*

1) Possible costs associated with the Secondary Treatment Upgrade projects at the Lulu Island and Lions Gate Treatment Plants should these projects commence sooner than currently planned.
2) The market indicators on long-term interest rates are indicating a possible increase.

**Solid Waste:**

**Impact to Average Household**

<table>
<thead>
<tr>
<th>Tipping Fee</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>($65 per tonne)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Projections in 2007</td>
<td>$66</td>
<td>$67</td>
<td>$68</td>
<td>$69</td>
<td>--</td>
</tr>
<tr>
<td>Projections in 2008</td>
<td>$66</td>
<td>$67</td>
<td>$68</td>
<td>$69</td>
<td>$70</td>
</tr>
<tr>
<td>Impact to Household</td>
<td>$1</td>
<td>$1</td>
<td>$1</td>
<td>$1</td>
<td>$1</td>
</tr>
</tbody>
</table>

*(rounded)*

The impact of 3rd party contract inflation and the rising cost of fuel have put pressure on the tipping fee in the recent years. This pressure has been offset by continuously increasing waste flows in the region and energy revenues through the sale of steam and electricity.

There is no change to the Solid Waste Tipping Fee projections for 2008-2011. While the tipping fee has been $65 since mid 1996, the projections show that the tipping fee will likely need to increase over the next five years due to the financial drivers mentioned above, the financial impacts associated with Cache Creek landfill alternative and the impacts of the zero waste challenge. The projected increases to the tipping fee are relatively modest at this time; however, many uncertainties and financial concerns remain to be resolved and quantified.

*Budget uncertainties / financial concerns:*

1) In the near term, while measures such as material bans attempt to address waste volume reduction, dealing with the increasing waste volumes are posing a concern as the operating permits at the systems existing landfills, Cache Creek and Vancouver, are very tight.
2) The resolution of the Cache Creek landfill alternative, currently under a Provincial directed review, is fast becoming a critical issue. The financial impacts will be significant and not yet factored into any projections.
GVHC - Regional Affordable Housing:

The GVHC, the majority of which is governed by partnership operating agreements, is supported by revenue from property rentals which have exceeded expenditures in recent years. Over the past few years a number of operational improvements have been made leading to more efficient use of existing resources and some properties were refinanced to improve the GVHC financial picture. Despite these improvements a review in conjunction with our funding partners is underway in developing a longer term management plan regarding two significant issues facing the GVHC: 1) the financing of the required water ingress repairs and 2) ongoing maintenance and capital replacement of our now aging portfolio.

It is anticipated that over the course of the next year we will move to resolve some of these issues which should assist in meeting the financial pressures to maintain the existing portfolio in the near future.

3. ALTERNATIVES

1) The Board can endorse the five year financial framework as presented

2) The Board can provide direction for amending the five year financial framework as it considers appropriate

4. CONCLUSION

The financial projection presented during the 2007 Program Planning and Budget process remain unchanged for Liquid Waste, Solid Waste and Water with a slight increase in the Regional District for 2008 after factoring in new information. Again it is important to note that during the budget process every effort will be made to improve on these projections. At this time, we would also support the projections as shown in 2012 which are a reasonable estimate given the planning horizon, current information and existing economic factors.
### 2008 Program Planning Schedule

<table>
<thead>
<tr>
<th>Date (2007)</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 24</td>
<td>2008 PIP open to program owners</td>
</tr>
<tr>
<td>June</td>
<td>CAO/Managers Strategic Priorities Consultation (Parks programs)</td>
</tr>
<tr>
<td>June</td>
<td>CAO/Managers Strategic Priorities Consultation (Housing programs)</td>
</tr>
<tr>
<td>June</td>
<td>CAO/Managers Strategic Priorities Consultation (Corporate programs)</td>
</tr>
<tr>
<td>June</td>
<td>CAO/Managers Strategic Priorities Consultation (Utility programs)</td>
</tr>
<tr>
<td>June</td>
<td>CAO/Managers Strategic Priorities Consultation (P&amp;P programs)</td>
</tr>
<tr>
<td>June 15</td>
<td>Deadline for department dependency identification</td>
</tr>
<tr>
<td>Tbd</td>
<td>Municipal staff (Engineers/Finance) sessions</td>
</tr>
<tr>
<td>Jul 6</td>
<td>Deadline for completion of departmental training plans</td>
</tr>
<tr>
<td>July 12</td>
<td>Finance Committee review and endorsement of five-year financial framework</td>
</tr>
<tr>
<td>Jul 20</td>
<td>Deadline for program owners completion of programs/budget and staffing</td>
</tr>
<tr>
<td>Jul 27</td>
<td>Deadline for completion of Managers' program review</td>
</tr>
<tr>
<td>Jul 30-Aug 24</td>
<td>Finance department review of programs</td>
</tr>
<tr>
<td>Aug 27-31</td>
<td>CAO administrative review</td>
</tr>
<tr>
<td>Sep 3-14</td>
<td>Managers appeal</td>
</tr>
<tr>
<td>Sep 21</td>
<td>Final adjustments to Finance</td>
</tr>
<tr>
<td>Sep 6</td>
<td>Agriculture Committee review of programs</td>
</tr>
<tr>
<td>Sep 7</td>
<td>Aboriginal Relations Committee review of programs</td>
</tr>
<tr>
<td>Oct 3</td>
<td>Info session for RAAC/REAC/RFAC (regular RAAC mtg)</td>
</tr>
<tr>
<td>Oct 10</td>
<td>Parks Committee review of programs</td>
</tr>
<tr>
<td>Oct 11</td>
<td>Labour Relations Bureau review of programs</td>
</tr>
<tr>
<td>Oct 12</td>
<td>Land Use and Transportation Committee review of programs</td>
</tr>
<tr>
<td>Oct 16</td>
<td>Environment Committee review of programs</td>
</tr>
<tr>
<td>Oct 17</td>
<td>Waste Management Committee review of programs</td>
</tr>
<tr>
<td>Oct 17</td>
<td>Water Committee review of programs</td>
</tr>
<tr>
<td>Oct 18</td>
<td>Finance Committee review of programs</td>
</tr>
<tr>
<td>Oct 18</td>
<td>Finance Committee review of Draft Budget</td>
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<tr>
<td>Oct 19</td>
<td>Sustainable Region Initiative Task Force</td>
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<td>Oct 19</td>
<td>Housing Committee review of programs</td>
</tr>
<tr>
<td>Oct</td>
<td>Public consultation</td>
</tr>
<tr>
<td>Oct</td>
<td>Municipal Info Sessions</td>
</tr>
<tr>
<td>Oct 26</td>
<td>Board budget workshop (following Board meeting)</td>
</tr>
<tr>
<td>Nov 2</td>
<td>Board approval of programs &amp; budget</td>
</tr>
</tbody>
</table>
### Greater Vancouver Districts
#### Historical Budget Analysis

<table>
<thead>
<tr>
<th></th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>REGIONAL DISTRICT:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tax Requisitions</td>
<td>$29,453,967</td>
<td>$32,478,911</td>
<td>$33,519,695</td>
<td>$35,141,405</td>
<td>$37,765,056</td>
</tr>
<tr>
<td>% Change*</td>
<td>2.94%</td>
<td>10.27%</td>
<td>3.20%</td>
<td>4.84%</td>
<td>7.47%</td>
</tr>
<tr>
<td>Cost Per Average Household</td>
<td>$28</td>
<td>$31</td>
<td>$32</td>
<td>$33</td>
<td>$35</td>
</tr>
</tbody>
</table>

With Regional Parks comprising about 60% of the Regional District their costs were kept relatively flat for several years and although this kept the requisitions down it also resulted in deterioration of basic Park’s infrastructure. The increases in 2003 and 2004 begin to address the maintenance and upgrade of this infrastructure as well as the cost increases associated with an increase in the number of park visitors and 2005 is maintaining that level of service. 2006 is up primarily due to increases in 911. 2007 up due to new initiatives in Strategic Planning (Agriculture and Environment) and implementation of PGMP.

| **WATER DISTRICT** |       |       |       |       |       |
| Water Rate         | $0.197 | $0.223 | $0.250 | $0.291 | $0.348 |
| % Change           | 3.96% | 13.52% | 12.00% | 16.23% | 19.67% |
| Cost Per Average Household | $86 | $98 | $110 | $128 | $151 |

2004 Increases due to the start of the construction of the new filtration plant, upgrading of facilities to current seismic and safety standards and $5.6 million increase in "pay as you go" funding for capital.

2005 Increases due to the continuing construction of the new filtration plant.

2006 Increases due to the continuing construction of the new filtration plant.

2007 Increases due to the continuing construction of the new filtration plant.

| **LIQUID WASTE** |       |       |       |       |       |
| Sewer Levy        | $119,137,071 | $124,156,385 | $125,633,786 | $130,457,023 | $136,333,761 |
| % Change*         | 3.77% | 4.21% | 1.19% | 3.84% | 4.50% |
| Cost Per Average Household | $136 | $139 | $139 | $143 | $147 |

Increases in the Liquid Waste budget over this period has been relatively consistent and has been the result of increased maintenance and upgrade requirements to an aging infrastructure( both operating and capital). The increase in 2005 was less than the trend due mainly to some efficiencies in operations.

| **SOLID WASTE** |       |       |       |       |       |
| Tipping Fee      | $65.00 | $65.00 | $65.00 | $65.00 | $65.00 |
| Cost Per Average Household | $64 | $64 | $64 | $64 | $64 |

The Solid Waste Tipping Fee was changed to $65.00 per tonne in 1996 from $69.00 and has remained constant to date. This has been made possible by increases in waste flows over the years as well as the addition of other sources of revenue such as the sale of steam generated at the waste to energy facility and the use of that steam to produce and sell electricity.

* Impact per average household would be approximately 1.5% less.
June 28, 2007

Ms. Paulette Vetleson
Corporate Secretary
Greater Vancouver Regional District
4330 Kingsway
Burnaby, British Columbia
V5H 4G8

Dear Ms. Vetleson:

Re: 2008 Transportation and Financial Plan

Please be advised that the Greater Vancouver Transportation Authority Board passed the following resolution at the June 27, 2007 Regular Board meeting:

"That the GVTA Board:

A. Adopts the 2008 Transportation and Financial Plan as its Strategic Transportation Plan as set out in Attachment A to the report, entitled "2008 Transportation and Financial Plan," which includes:
   i. An increase in transit fares, to increase transit revenues by six percent;
   ii. An increase in property tax revenues of three percent; and
   iii. Continued collection of the Parking Site Tax in 2008 (which requires creation of a roll in mid-2007), unless a replacement tax is provided by the passage of amending legislation by mid-April, 2008;

B. Requests that the Greater Vancouver Regional District Board of Directors ratify the 2008 Transportation and Financial Plan as the Strategic Transportation Plan set out in Attachment A entitled ‘2008 Transportation and Financial Plan’; and

C. Increases the price of the U-Pass for the U-Pass Programs at the University of British Columbia and Simon Fraser University, effective September 1, 2008, which will be subject to student referenda."

In accordance with Item B of the resolution, we hereby request that the GVRD Board of Directors ratify the attached 2008 Transportation and Financial Plan.
Thank you for your assistance in bringing this item forward to the July 6, 2007 meeting of the GVRD Land Use and Transportation Committee and the July 20, 2007 GVRD Board meeting.

Yours truly,

Carol Lee  
Corporate Secretary

Enclosure

cc: Glen Leicester, Vice President, Planning
For the purposes of the Greater Vancouver Transportation Authority Act, this 2008 Transportation and Financial Plan is considered the Strategic Transportation Plan for the period January 1, 2008 to December 31, 2008.
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2008 Transportation & Financial Plan

EXECUTIVE SUMMARY i

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The Greater Vancouver Transportation Authority (TransLink) plans, funds, and manages the regional transportation system. Under the existing Greater Vancouver Transportation Authority Act (GVTA Act), TransLink is required by statute to have a Strategic Transportation Plan (STP) outlining the major actions the authority plans to undertake for the period for which the Plan applies. The 2008 Transportation & Financial Plan serves as TransLink’s STP and outlines a service, financial, and capital plan for initiatives TransLink proposes to undertake in 2008. The 2008 Transportation & Financial Plan is based on the major actions identified in the Ten-Year Outlook for 2008 and supports the region’s growth strategy, the Livable Region Strategic Plan (LRSP), air quality objectives and economic development of the GVRD.

In April 2007, the Province of British Columbia proposed amendments to the GVTA Act that involve significant changes to TransLink’s planning, funding and governance framework. The amendments contemplate the creation of new Ten-Year Strategic Plans commencing in 2009.

In order to meet its current statutory requirement to have a Strategic Transportation Plan, TransLink is developing a “bridging” STP for 2008, the 2008 Transportation & Financial Plan. This one year STP will allow the development of a new Ten-Year Strategic Plan to commence in 2009.

Consultation on the service, financial and capital plan initiatives identified in the 2008 Plan has been conducted with public, stakeholders interest groups, municipal and regional government committees. The plan has been shaped by input from a series of open houses, public and stakeholder group presentations as well as telephone and internet-based public opinion research (and remains consistent with the Ten-Year Outlook).

TransLink is responsible for the regional transit system and shares responsibility for the Major Road Network (MRN) with municipalities. TransLink is also responsible for regional Cycling, Commuting Options, AirCare and Intelligent Transportation System programs. The 2008 Plan will continue to make progress on implementing initiatives in these program areas. Two initiatives proposed for 2008 are in addition to those proposed for this year in the Ten-Year Outlook:

- Forty-five additional expansion buses, bringing the total expansion buses to 94; and
- 10% increase in Custom Transit service hours (30 expansion vehicles) for 2008 as recommended in the Access Transit Plan (Ten-Year Outlook assumed 3%).
**Transportation Plan Highlights**

**Roads, Bridges & Cycling**
- Improving the Major Road Network, with a combined investment of $55 million for the Minor & Major Capital Programs;
- Building the Golden Ears Bridge;
- Investing $3.1 million in transit priority measures;
- Undertaking a Long Range Major Road Network Plan, a Regional Wayfinding Strategy, a Pattullo Bridge Corridor Study and a Goods Movement Strategy;
- $6 million for cycling infrastructure;

**Transit**
- Investing in transit service – a 5% increase in service hours and a projected ridership increase of 4.5%;
- Expanding and modernizing the fleet with 94 expansion buses and 160 replacement buses;
- Expanding the Frequent Transit Network to reach all regional town centres and 46% of GVRD residents;
- Introducing bus rapid transit on Hastings Street, adding other new routes and improving capacity throughout the region;
- Fulfilling Area Transit Plan commitments with a new Vancouver/UBC cross-town route, and 30% of the 2008 bus service expansion to South of Fraser communities;
- Developing Richmond & North Shore Area Transit Plans;
- Expanding the rapid transit network (Canada Line & Evergreen Line; Broadway & Surrey studies); and
- Custom Transit service increase of 10%, using 30 new vehicles.

**Financial Plan Highlights**

The Financial Plan forecasts revenues and expenditures required to maintain existing services and implement proposed initiatives and is consistent with the Ten-Year Outlook. A projection to 2013, the end of the Outlook period on which the current Three-Year Plan was based, confirms the affordability of the 2008 Transportation & Financial Plan.

The 2008 Plan assumes that total revenue is projected to increase by $43 million (5%) while operating expenditures are projected to increase by $71.5 million (10%) over 2007 budget. Key revenue measures assumed for the 2008 Plan are:

- Continued growth in fuel volume (2% net growth over 2007)
- 3% property tax revenue increase (2% inflation and 1% growth)
- A net $18 million from Parking Site Tax. If the amending legislation is passed before April 15, 2008, this amount will be collected from the Replacement Tax.
- Fare revenue increase for 2008, representing cumulative 6% inflation for the 2005-2007 period.

The proposed fare increase in January 2008 will raise an additional 6% ($18.8 million) in annual fare revenue, in line with general inflation over the past three years. TransLink’s Ten-Year Outlook recommended that transit fares increase in 2005, 2008 and 2011.
PURPOSE

This 2008 Transportation & Financial Plan (2008 Plan) provides a service, capital and financial plan for initiatives the Greater Vancouver Transportation Authority (TransLink) proposes to undertake from January 1, 2008 to December 31, 2008. TransLink is required by statute to have an approved Strategic Transportation Plan (STP); the current STP expires at the end of 2007. The 2008 Transportation & Financial Plan is TransLink’s STP.

TRANSLINK MANDATE & STRUCTURE

TransLink was created in 1998 to plan, finance, and manage a regional transportation system that moves people and goods efficiently and supports the Greater Vancouver Region’s growth management strategy, air quality objectives and economic development. Responsibilities include the regional transit system and the Major Road Network (MRN) for which responsibility is shared with municipalities. It also has responsibilities for Cycling, Transportation Demand Management, Commuting Options, AirCare and Intelligent Transportation Systems (ITS) programs.

TransLink’s services are delivered through subsidiary companies and contractors. Coast Mountain Bus Company Ltd. (CMBC), the largest subsidiary, operates 96% of the region’s bus service as well as SeaBus. British Columbia Rapid Transit Company Ltd. (BCRTC) operates the SkyTrain system and West Coast Express operates commuter rail and TrainBus service. Fraser River Marine Transportation Ltd. operates the Albion Ferry and Pacific Vehicle Testing Technologies Ltd. is responsible for delivery of AirCare services.

Contracted bus services include West Vancouver Blue Bus and Community Shuttle services. Most Community Shuttle services are currently operated under contract by Coast Mountain Bus Company, except for three operated by private contractors. Seven separate contractors operate custom transportation services for persons with disabilities (Custom Transit). Other contractors provide vanpool and carpool services.

Operation, maintenance and inspection of road-related structures owned by TransLink are delivered by contractors under annual or multi-year contracts. Municipalities are responsible for delivering MRN operation, maintenance and rehabilitation and minor capital work.

Introduction

TransLink plans, finances and manages the region’s transportation system, key components of which are the integrated transit system and the Major Road Network.
2008 Plan Context

Under the existing Greater Vancouver Transportation Authority Act (GVTA Act), TransLink is required by statute to have a Strategic Transportation Plan outlining the major actions the authority plans to undertake for the period which the Plan applies. In 2004, the TransLink Board approved the current 2005-2007 STP within the context of a Ten-Year Outlook that provides broad service and capital proposals, supported by a longer term financial strategy to 2013. The current STP expires December 31, 2007 and TransLink must prepare a new STP to take effect January 1, 2008.

In April 2007, the Province of British Columbia introduced Bill 36 titled “Greater Vancouver Transportation Authority Amendment Act” for First Reading, which proposes amendments to the GVTA Act that involve significant changes to TransLink’s planning, funding and governance framework. The amendments contemplate a new Board of Directors by January 1, 2008, and the creation of new Ten-Year Strategic Plans commencing in 2009.

In order to meet its current statutory requirement to have a Strategic Transportation Plan and to also allow the new Board of Directors to develop its first Ten-Year Strategic Plan for the 2009-2018 period, TransLink is developing a “bridging” STP for 2008, the 2008 Transportation & Financial Plan (2008 Plan). The 2008 Plan is based on the 2008 major actions identified in the Ten-Year Outlook.

Ten-Year Strategic Plan and Long Term Strategy

Under Bill 36, TransLink will be required to develop a Ten-Year Strategic Plan and Long Term Strategy for the region.

The Ten-Year Strategic Plan will identify TransLink’s annual planned transportation service levels, capital projects and other expenditures for the transportation system as well as its revenue measures and anticipated annual revenue.

The Long Term Strategy will outline TransLink’s goals and directions for the regional transportation system for a minimum 30 year period, and key initiatives to support its goals. The Strategy will consider regional land use and environmental objectives, anticipated population growth, and economic development. TransLink will develop the strategy including major investments in consultation with communities, local and senior governments.

Regional Context

Initiatives proposed in the 2008 Strategic Transportation Plan are based on the 10-Year Outlook and support the Greater Vancouver Region’s growth strategy, air quality objectives and economic development of the GVRD. The Livable Region Strategic Plan, the region’s growth strategy, is based on four key strategies:

- protecting the green zone;
• building complete communities;
• achieving a compact metropolitan area; and
• increasing transportation choices.

Transit expansion in 2008 will deliver a 4.5% annualized increase in transit ridership and will lead to a significant reduction in auto trips and greenhouse gas emissions regionally, and improve transit mode share. The expansion in 2008 will focus significant resources on building a network of frequent all-day transit routes that link the Regional Town Centres identified in the LRSP and which serve high-demand corridors throughout the region. This Frequent Transit Network -- a minimum of 15 minute service, 15 hours a day, 7 days a week -- increases the ability of residents to spontaneously use transit for a wide range of trip purposes.

The FTN also provides clear guidance to municipalities of TransLink’s intent to support the four regional objectives by focussing resources in the growth concentration area and increasing transportation choice for a wide range of travel needs. It is expected that this clarity of service expansion priority and long term commitment to FTN service will encourage municipalities to focus development in support of the LRSP.

Road initiatives in 2008 prioritize improvements to goods and support regional economic development. Roadway improvements to improve transit speed and reliability will continue in 2008, with emphasis on new bus rapid transit (B-Line) routes and spot locations where transit passengers can experience large delays.

A range of other initiatives including investments in cycling facilities, AirCare emissions testing, improved Custom Transit service and the extension of Transportation Demand Management programs and services will contribute to a transportation program for 2008 that increases transportation choice and mobility, reduces congestion, improves air quality and goods movement and supports the Region’s Growth Strategy.
Transportation Plan

Roads & Bridges

OVERVIEW

TransLink provides a planning, funding and coordinating role for the 2,310 lane-kilometres of regionally significant roadways, referred to as the Major Road Network (MRN). TransLink also owns a number of structures - Pattullo, Knight Street, and Westham Island Bridges, the Marine Drive Overpass at Knight Street and the Albion Ferry Docks. TransLink is constructing a new bridge, the Golden Ears Bridge, to replace the Albion Ferry. Figure 1 illustrates the Major Road Network and TransLink’s structures.

ROADS

TransLink funds the operation, maintenance and rehabilitation (OMR) of the MRN. TransLink also provides capital funding for road improvements that manage and improve the safety and efficiency of the existing road network, reduce congestion, and improve goods movement and transit efficiency. Priorities for road capital improvements are developed in consultation with municipalities.

Operation, Maintenance and Rehabilitation of the MRN

In 2008, TransLink proposes to provide OMR

Figure 1 - Major Road Network

In 2008, funding for the operation, maintenance and rehabilitation of the Major Road Network will increase by 2%, to $12,990 per lane-kilometre.
funding for the MRN to the municipalities at the rate of $12,990 per lane-kilometre, an increase of 2% from the 2007 funding level.

Other non-capital road costs funded by TransLink include periodic condition assessments of MRN pavement and some commercial vehicle permitting and enforcement, as well as the maintenance of the TransLink-owned structures.

ROAD CAPITAL PROGRAMS

TransLink has an MRN Minor Capital Program and a Major Capital Program. The MRN Minor Capital Program is an annual cost-share program with municipalities. The Major Capital Program is intended to leverage senior government partnerships and funding for those projects that have significant regional, provincial or national benefit.

Figure 2 summarizes the proposed 2008 Road & Infrastructure projects.

MRN Minor Capital Program

In 2007, municipalities generated more than 35 road improvement project proposals for the MRN Minor Capital program, resulting in over $57 million of investment on the region’s road network.

The 2008 MRN Minor Capital Program will extend the 2007 funding level of $20 million to support improvements on the Major Road Network (including bridges and structures). Projects are cost shared with municipalities, up to their maximum eligible funding limit based on an allocation formula, with the maximum average contribution from TransLink at 50% of the total cost.

Major Capital Program

TransLink will contribute $35 million in 2008 to the Major Capital Program bringing the total contributions to date to $265 million. TransLink has been actively pursuing additional funding partnerships with local and senior governments for major capital projects.

Two Major Capital projects, the Dollarton Bridge Expansion in North Vancouver and the David Avenue Connector in Coquitlam, were completed in 2005 and 2006 respectively.


Fraser Highway Widening in Surrey:

- Fraser Highway from East Whalley Ring Road to 196 Street will be widened to an interim four lane, divided arterial standard. Ultimately, Fraser Highway will be widened to add two bus lanes. Construction of this project started in 2004. To date, TransLink has approved $41 million of Major Capital, with additional funding provided by the City of Surrey and by the Canada/British Columbia Infrastructure Program. This project will continue in 2008 with up to $4 million of additional funding available from TransLink, bringing TransLink’s total Major Capital contribution to $45 million.

Coast Meridian Overpass in Port Coquitlam:

- TransLink has committed to providing funding of up to $60 million for this project. The City of Port Coquitlam has committed to funding project costs above that amount. This project will construct a new North/South transportation link.
for motor vehicles, transit, pedestrians and cyclists in Port Coquitlam over the Canadian Pacific Railway Yard.

Main Street Widening in North Vancouver:
- TransLink has allocated up to $5 million to fund the widening of Main Street between Mountain Highway and Brookesbank Avenue in the District of North Vancouver to improve the movement and safety of port and general traffic on this section of roadway to the Iron Workers’ Memorial Bridge. A planning and scoping study will be completed in 2007.

Murray/Clarke Connector in Port Moody:
- This project will provide a more direct higher capacity east-west route through the centre of Port Moody as an alternative to St. John’s Street for trucks, passenger vehicles, transit, pedestrians and cyclists. Preliminary engineering was initiated in 2005 and the project cost was updated in 2006. TransLink and Port Moody are seeking funding partners to make additional contributions to cover project costs above the $25 million that was allocated for this project as part of the 2005 – 2007 Three-Year Plan.

North Fraser Perimeter Road:
- The 2005 – 2007 Three-Year Plan allows for TransLink to contribute up to $60 million in funding to extend the four travel lanes west from Coquitlam with a new bridge over the Brunette River and an interchange on Brunette Avenue, just north of the Sapperton SkyTrain station in New Westminster. In May 2007, the Government of Canada announced $65 million in funding through its Asia-Pacific Gateway and Corridor Initiative: Transportation Infrastructure Fund for the United Boulevard Extension in New Westminster. TransLink is developing a Memorandum of Understanding with the City of New Westminster to advance this project in 2008.

A 2007 Roberts Bank Rail Corridor Study reviewed the impact of increased railway use on road/rail crossings and proposed corridor improvement strategies, including improvements on several MRN roads. TransLink is currently negotiating with senior governments for funding of the Roberts Bank MRN/Rail Corridor Program.

BRIDGES

In late 2006, TransLink initiated a $15.7 million rehabilitation and seismic upgrading program for the Knight Street Bridge, as an alternative to St. John’s Street for trucks, passenger vehicles, transit, pedestrians and cyclists. Preliminary design of a similar program for the Pattullo Bridge was completed in 2007. Seismic upgrading and other major rehabilitation measures will not be initiated on the Pattullo Bridge until a long-term strategy for the crossing has been completed, as discussed below.

Pattullo Bridge – Long Term Strategy

TransLink, in consultation with the BC Ministry of Transportation, Transport Canada, the Fraser River Port Authority and the Cities of Surrey and New Westminster, will complete a high-level Pattullo Corridor Study to review future transportation needs in this vicinity. The study will examine the feasibility of combining road and rail crossings into one new structure, as well as possible locations, capacity requirements
and road network configurations for a new bridge. A shortlist of preferred options will be developed for more detailed assessment.

**ALBION FERRY SERVICE**

TransLink is responsible for operation of the Albion Ferry Service, which is currently the only Fraser River crossing between the Port Mann and Mission bridges. The service uses two vehicle ferries to connect Langley to Maple Ridge and provides 70,000 crossings annually, with an average load of 22 vehicles. The Albion Ferry will be discontinued when the new Golden Ears Bridge opens in 2009.

**GOLDEN EARS BRIDGE**

The consortium Golden Crossing General Partnership was selected in 2005 to design, build, finance, and operate the Golden Ears Bridge between Maple Ridge/ Pitt Meadows and Langley. Bridge construction began in spring 2006 with completion scheduled for late 2009. The contract capital cost of the Golden Ears Bridge project is $800 million.

The new 6-lane toll bridge across the Fraser River will provide more efficient movement of people, goods and services in this area and will include three new transit routes across the river. This project will integrate with the major road network and provincial highways as well as cycling and pedestrian facilities on both the north and south sides of the river.

The construction of this bridge requires assessment of connecting roadway inclusions into the MRN, including those identified in the Master Municipal Agreements. Other roadway projects, such as Abernethy Way east of 210 Street, will be considered in the new Long Range MRN Plan as part of the TransLink Ten-Year Strategic Plan process that identifies future priorities for investment.

Bridge construction and associated roadworks will be well underway during 2008.

**TRANSIT RELATED ROAD INFRASTRUCTURE PROGRAM (TRRIP)**

The Transit Related Road Infrastructure Program (TRRIP) funds roadway improvements that make the operation of transit services more cost-effective, reliable and safe. TRRIP provides funding for three main types of improvements:

- Transit priority and traffic management measures, such as bus lanes, bus-activated traffic signals, bus bulges and traffic signal improvements that improve transit travel times and schedule reliability;
- Roadway geometric improvements, such as the construction of bus bays and increasing the turning radius at street corners to facilitate bus turning movements; and
- Passenger facilities, such as shelters, passenger landing areas, and wheelchair landing pads at bus stops to improve convenience, comfort and security for transit customers.

**TRRIP Projects in 2008**

TransLink will allocate $3.1 million for TRRIP projects in 2008, with an additional contribution of $1 million expected from municipalities to support cost-shared projects to improve travel time and reliability of buses.
Key transit priority projects to be initiated in 2008 include:

- #95 B-Line along Hastings to SFU corridor;
- #99 B-Line, Broadway corridor;
- Marine Drive, north approach of Lions Gate Bridge;
- Lougheed Highway and Pinetree Way at the Coquitlam Central Station; and
- 41st Avenue B-Line transit priority study.

**INTELLIGENT TRANSPORTATION SYSTEMS**

TransLink’s Intelligent Transportation Systems (ITS) program develops and applies computer, communications, traffic control and information processing technologies to improve the operating efficiency, safety and security of the regional transportation network for both people and goods movement.

**ITS Projects in 2008**

The 2008 Plan will build upon progress made in previous years with the following initiatives:

- Expand the Regional Traveller Information Systems (iMove) to provide real-time traffic information on the Pattullo and Knight Street Bridges. Work will also continue on providing real-time transit information on iMove and access to iMove;
- Design Integrated Regional Signal Systems (IRSS) for train warning at rail/road crossings; and
- Complete the Smart Corridors Strategy that will identify high priority corridors for goods movement and potential ITS measures.

**Figure 2 - 2008 Road, Bridge & Cycling Infrastructure Projects**

TransLink will invest $3.1 million in 2008 in roadway projects to improve travel time and reliability of the region’s buses.
MAJOR REGIONAL PLANNING STUDIES AND INITIATIVES

There are several transportation planning initiatives that TransLink will continue to lead, participate in, or coordinate with other agencies and levels of government. TransLink’s involvement with large scale, multi-jurisdictional and multi-agency work is directed at ensuring that these initiatives and potential resulting improvements are coordinated with the MRN and the regional transit system, and generally contribute to improving the movement of people and goods. The following is a brief summary of some of these key studies and initiatives.

Long Range MRN Plan
TransLink and its municipal partners will develop a new Long Range MRN Plan as part of the Ten-Year Strategic Plan process to identify future priorities for investment.

Regional Travel & Screenline Surveys
TransLink will be conducting Regional Travel & Screenline Surveys in 2008. The travel survey collects demographic information about residents as well as their travel origin/destination, mode choice, trip purpose, and other travel-related information. The Screenline Survey collects regional vehicular traffic counts across ‘screenlines’ such as municipal boundaries and water crossings. The surveys assist TransLink in monitoring regional travel behaviour/patterns and major flows of traffic, planning and monitoring major road and transit projects, as well as informing policy research and development.

The Regional Travel and Screenline Surveys are typically conducted every five years, with the last two surveys conducted in 1999 and 2004. The surveys have been moved forward a year from 2009 to 2008, to provide a profile of travel patterns prior to the completion of major projects (i.e. Canada Line and Golden Ears Bridge) in 2009, and the ramp-up of 2010 Winter Olympic Games activities in that year. The proposed 2013-14 Regional Travel and Screenline Surveys will report on how these major projects affect travel behaviour.

Greater Vancouver Goods Movement Study
The Goods Movement Study will develop strategies to enhance goods movement efficiency and improve economic performance in the region. The first phase, completed in fall 2006, reviewed previous and existing goods movement studies in the region.

The Regional Travel and Screenline Surveys are typically conducted every five years, with the last two surveys conducted in 1999 and 2004. The surveys have been moved forward a year from 2009 to 2008, to provide a profile of travel patterns prior to the completion of major projects (i.e. Canada Line and Golden Ears Bridge) in 2009, and the ramp-up of 2010 Winter Olympic Games activities in that year. The proposed 2013-14 Regional Travel and Screenline Surveys will report on how these major projects affect travel behaviour.

Greater Vancouver Goods Movement Study
The Goods Movement Study will develop strategies to enhance goods movement efficiency and improve economic performance in the region. The first phase, completed in fall 2006, reviewed previous and existing goods movement studies in the region.

The second phase of the study is underway. A supply chain survey has been developed and will be used to interview companies that ship and receive goods. A better understanding of these movements throughout the Greater Vancouver region will be used to determine where key bottlenecks in the freight system exist. Strategies for alleviating these bottlenecks (infrastructure, operations or policy) will be developed. Phase II will be completed in 2008.

TransLink is undertaking this study in partnership with Transport Canada, the BC Ministry of Transportation, and the Greater Vancouver Gateway Council.
**Regional Wayfinding Strategy**

Wayfinding refers to how people find their way, or navigate, from place to place and the types of information people use to do this. Road signs, transit signs, maps, place names, landmarks and websites are typical elements of wayfinding systems that provide directional information. In 2008, TransLink will lead the development of a regional, multi-modal wayfinding strategy in coordination with other agencies and municipalities in the region.

Select initiatives at key transportation facilities/gateways and on key elements of the road network will be implemented as early as 2008 and 2009, in time for the 2010 Olympic and Paralympic Winter Games. Funding is proposed for wayfinding improvements on the transit system, focusing on the rapid transit stations, transit gateways and transit connections to Olympics facilities. New wayfinding signage on the MRN is proposed to become eligible for cost sharing through the existing MRN Minor Capital Program.

**Pacific Gateway Strategy and Provincial Gateway Program**

TransLink will continue to coordinate with the federal and provincial governments to ensure senior government initiatives benefit and are coordinated with the regional transportation system. With the federal Pacific Gateway Strategy, TransLink has studied the Roberts Bank Rail Corridor Overpasses and is advancing the application of Intelligent Transportation Systems on key road facilities.

TransLink is working with the Provincial Gateway Program Port Mann/Highway #1 Project to study the feasibility of bus rapid transit service between Langley, Surrey, New Westminster and Burnaby. The North Fraser Perimeter Road (NFPR) improvements are included in both the provincial and federal Gateway initiatives. NFPR’s United Boulevard Extension is included in TransLink’s Major Capital Program.
The Transit System

CURRENT SITUATION

The Transit system represents TransLink’s largest operating expenditure, budgeted at $595.3 million in 2007. TransLink provides an integrated network of transit services throughout the region, consisting of the following types of service:

**Frequent Transit Network:** High-frequency rail and bus services that operate all day everyday, connecting the major centres of the region. The Frequent Transit Network’s two components are:

- **Rapid Transit Network:** Frequent, fast and reliable transit routes including two SkyTrain lines and three B-Line bus rapid transit services.
- **Frequent Bus Network:** Frequent bus services on high-demand corridors that operate at least every 15 minutes, 15 hours of the day, seven days a week.

**Connecting Services:** Provides connections from local neighborhoods or suburban communities to the Frequent Transit Network. These can be grouped into 2 categories:

- **Express Transit:** Express transit services, including West Coast Express commuter rail service and highway coach bus routes, for longer distance trips.
- **Local Transit:** A network of bus and community shuttle routes designed to serve short and medium distance trips.

2008 TRANSIT SERVICE EXPANSION

2008 Ridership Forecasts

Table 1 summarizes 2007 budget and 2008 forecast transit ridership levels by mode. The 2008 forecasts are based on bus service expansion with 94 additional buses, and assumes a fare increase in January 2008.

Total conventional transit ridership in 2008 is forecast to reach 177.1 million rides. This increase will be driven mainly by new ridership attracted by the significant bus service expansion introduced in 2007 and in 2008, and by regional employment and population growth. The ridership forecast also takes into account the likely continuation of higher gasoline prices, which makes transit a more

<table>
<thead>
<tr>
<th>Table 1 - Conventional Transit Ridership 2008 Forecast</th>
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<tbody>
<tr>
<td>Mode</td>
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<tr>
<td>-------------------------------</td>
</tr>
<tr>
<td>Coast Mountain Bus - Conventional</td>
</tr>
<tr>
<td>West Vancouver Bus</td>
</tr>
<tr>
<td>Community Shuttle</td>
</tr>
<tr>
<td><strong>TOTAL BUS</strong></td>
</tr>
<tr>
<td>SkyTrain</td>
</tr>
<tr>
<td>SeaBus</td>
</tr>
<tr>
<td>West Coast Express</td>
</tr>
<tr>
<td><strong>SYSTEM TOTAL</strong></td>
</tr>
</tbody>
</table>

* Based on proposed fare increase in January 2008 sufficient to increase fare revenue by approximately 6%

**2008 service expansion is scheduled for September and December. Full-year (annualized) impact of service expansion estimated to increase by 4.5%, to 185 million revenue passengers.
TransLink will increase conventional transit service levels by a total of 5% system-wide in 2008, while increasing custom transit service by 10%.

2008 Service Levels

Proposed changes in service levels in 2008 by transit mode are summarized in Table 2. Total bus service hours will increase by 5.9% in 2008, on an annualized basis. Community Shuttle service is proposed to increase by 4.1%, and by the end of 2008 will comprise 11% of total bus service hours. SkyTrain service, as measured by passenger car-hours, will be maintained at 2007 levels, as will SeaBus. Both will see additions in 2009 when new equipment arrives. West Coast Express service hours will increase by 4.1% on an annual basis, all of which will be used to expand TrainBus service. Custom Transit service will increase by 9.5%.

Table 2 - Summary of Transit Service Levels 2007 - 2008

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</thead>
<tbody>
<tr>
<td>Conventional Bus</td>
<td>3,963,700</td>
<td>4,024,600</td>
<td>4,117,716</td>
<td>4,288,700</td>
<td>6.2%</td>
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<tr>
<td>Community Shuttle</td>
<td>466,300</td>
<td>496,200</td>
<td>503,217</td>
<td>517,250</td>
<td>4.1%</td>
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<td>TOTAL BUS</td>
<td>4,430,000</td>
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<td>5.9%</td>
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<td>SeaBus</td>
<td>10,800</td>
<td>10,800</td>
<td>10,800</td>
<td>10,800</td>
<td>0.0%</td>
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<tr>
<td>West Coast Express</td>
<td>36,100</td>
<td>36,254</td>
<td>37,814</td>
<td>37,814</td>
<td>4.1%</td>
</tr>
<tr>
<td>SkyTrain</td>
<td>869,000</td>
<td>869,000</td>
<td>869,000</td>
<td>869,000</td>
<td>0.0%</td>
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<td>TOTAL CONVENTIONAL TRANSIT</td>
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<td>5,436,854</td>
<td>5,538,547</td>
<td>5,723,564</td>
<td>5%</td>
</tr>
<tr>
<td>Custom Transit</td>
<td>562,000</td>
<td>570,400</td>
<td>612,200</td>
<td>630,400</td>
<td>10%</td>
</tr>
</tbody>
</table>

Economical alternative to driving. The proposed fare increase is expected to have a temporary impact on transit ridership growth in 2008, reducing the growth rate by approximately 1.6%. On an annualized basis, ridership is still expected to grow significantly, by 4.5%, or 12 million new rides after the impact of the fare increase.

Transit Service Expansion

In 2008, TransLink will provide the largest fleet expansion in over 30 years. TransLink will expand service by 94 vehicles, comprised of:

- 69 standard (12-metre) buses;
- 21 articulated (18-metre) buses; and
- 4 Community Shuttles

Modernization of the fleet will continue with 160 replacement vehicles, comprised of:

- 109 standard buses; and
- 51 Community Shuttles

The delivery of 20 articulated trolleys will be completed in 2008. There has been significant growth in transit service levels since the formation of TransLink in 1999. The number of transit vehicles in service at the end of 2008 will be 38% higher than in 1998. Moderate service expansion took place in 1999-2000, followed by a small reduction in 2001, as a result of funding shortfalls that year.

In 2002-2003, the SkyTrain fleet was increased from 150 to 210 vehicles with the introduction of 60 new, larger Mark II cars to support...

**EXPANDING THE FREQUENT TRANSIT NETWORK**

The Frequent Transit Network (FTN) is transit service at least every 15 minutes, 15 hours per day, 7 days a week (15/15/7). In 2008, TransLink will continue development of transit as a mode of choice by expanding the FTN. Almost two-thirds of daily transit trips are on routes that already meet this standard. TransLink’s objective is to have 60% of the region’s population within 450 metres walking distance of the FTN in 2013, up from 36% in 2007.

**2008 Frequent Transit Network Improvements**

The FTN will be expanded in 2008 through improvements to both the Rapid Transit and Frequent Bus Network. Bus Rapid Transit will be introduced on Hastings Street in Vancouver and Burnaby with the upgrading of current bus service to B-Line service. By the end of 2008, all regional town centres will be served by the FTN.

Figure 4 illustrates those routes that meet the FTN standard today, as well as those identified for inclusion in 2008, pending the development of detailed service plans. With the proposed 2008 expansion, approximately 46% of the region’s population will live within walking distance of a frequent transit corridor, providing service at least every 15-minutes, 15 hours per day, 7 days a week.

**Table 3 - Frequent Transit Network 2007 - 2008**

<table>
<thead>
<tr>
<th></th>
<th>2007</th>
<th>With 2008 Expansion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route Kilometres</td>
<td>297</td>
<td>432</td>
</tr>
<tr>
<td>Residents Within 450 Metres</td>
<td>762,400</td>
<td>976,800</td>
</tr>
<tr>
<td>Percent of GVRD Population (2006 Census)</td>
<td>36%</td>
<td>46%</td>
</tr>
</tbody>
</table>
The Frequent Transit Network, consisting of transit corridors with 15 minute service, 6AM-9PM daily will be expanded to within 450 metres of 46% of the region’s population in 2008.

**PLANS AND PROGRAMS**

**Area Plans**

TransLink’s Area Transit Plans (ATPs) identify priorities for improving local transit services in communities. The South of Fraser ATP, which will be completed in late 2007, will propose significant upgrades to transit services in Delta, Surrey, White Rock and the Langleys, with particular attention to realigning the transit network to better reflect current and future travel patterns. TransLink will be initiating two new ATPs in 2008 for Richmond and the North Shore.

**Access Transit Plan**

In early 2005, TransLink started the Access Transit Project, one of the most extensive reviews of transit accessibility undertaken in North America. The project reviewed every aspect of the transit system that affects people’s travel choices, including physical barriers, information, training, service supply and the structure of Custom Transit and was concluded in 2007. The Access Transit Plan contains recommendations to ensure that the transit system will improve access for people who have physical, cognitive or other difficulties in accessing or using the transit system. Recommendations focus on providing better customer support, improving fleet and facilities and increasing the availability and effectiveness of Custom Transit.

**Figure 4 - Frequent Transit Network**

[Map showing the Frequent Transit Network with various regions marked and percentages of population within 450 metres of the network indicated.]
It is anticipated that recommendations of the Access Transit Plan will be brought forward to the TransLink Board in June 2007 for consideration. Subject to approval of the Plan and recommendations, an implementation strategy will be developed to determine timing and steps needed to activate the recommendations set out in the Plan.

**Urban Transportation Showcase Program**

The Urban Transportation Showcase Program is a federal funding program that aims to demonstrate innovative methods for reducing greenhouse gas emissions from urban transportation. In late 2003, Transport Canada awarded TransLink and the GVRD $8.8 million to implement six Urban Transportation Showcase projects, the largest grant awarded by the program to a municipality or region in Canada. The $8.8 million in federal support has been leveraged with funding from TransLink and the municipalities of Vancouver, Burnaby, Surrey, and New Westminster to develop over $35 million worth of greenhouse gas reduction projects. The Showcase Project will be completed by March 2009.

The six Urban Transportation Showcase projects are TravelSmart, SkyTrain “Transit Villages,” Central Valley Greenway Regional Bicycle and Pedestrian Commuter Path, Bus Technology and Alternative Fuels Demonstration, Main Street Transit and Pedestrian Priority Corridor, and the Goods Movement Strategy.

**Vancity U-Pass Program Expansion**

The Vancity U-Pass Program is a partnership between TransLink, post-secondary institutions, and student societies that provides students with a mandatory, pre-paid universal transit pass for travel on the conventional transit system. Currently, the program includes Simon Fraser University (SFU) and the University of British Columbia (UBC) and has been very successful in increasing students’ transit usage.

TransLink’s Ten-Year Outlook proposed expansion of U-Pass to other publicly funded post-secondary schools. TransLink is working with various colleges in the region to expand the program. In 2008 TransLink will allocate resources to expand the U-Pass program to Langara and Capilano colleges, subject to student referenda.

**Environmental Initiatives**

TransLink initiatives and programs, such as increased service expansion, bicycle funding, U-Pass and AirCare, help reduce regional vehicle emissions. TransLink will reduce its own fleet emissions in 2008 through the following initiatives:

- Surpass regulations by purchasing buses that exceed emissions standards;
- Procure new fuel efficient, lower emission replacement vehicles (approximately 130 buses and 50 community shuttles);
- Retrofit older diesel buses with new emission control technologies, including diesel particulate filters and diesel oxidation catalysts;
- Complete Phase 3 of the Bus Technology and Alternative Fuels Demonstration Project to investigate alternative fuels and technologies;
• Move towards cleaner fuels, such as 20% biodiesel use for the entire fleet; and
• Increase fuel efficiency through the use of fuel-efficient buses and reduced idling.

Safety and Security
Safety and security for transit customers, employees, and communities is a key strategic priority for TransLink. The Greater Vancouver Transportation Authority Police Service (GVTAPS) was formed in 2005 and provides policing primarily at and around transit facilities. GVTAPS engages in crime prevention and law enforcement activities to provide seamless policing in coordination with jurisdictional police. GVTAPS also works cooperatively on joint initiatives to address safety and crime issues.

In 2008, the following initiatives by GVTAPS and TransLink will contribute to enhanced safety and security on the transit system:

• The addition of 35 GVTA Police Service Police Officers, to bring the total number of Police Officers to 156. Twenty three of these new officers are being recruited to meet policing requirements for the Canada Line rapid transit line when it commences service in 2009;
• Continued development of the GVTA Police Service crime analysis and intelligence gathering capacity, and enhanced information sharing with jurisdictional police;
• Improved lighting at rapid transit stations and transit exchanges;
• Continued installation of closed circuit cameras on buses (500 buses, or approximately 33% of the fleet to be equipped by the end of 2008); and
• Emergency message and service updates to customers on SkyTrain platforms via new LCD screens.

2010 Olympic and Paralympic Winter Games
The 2010 Olympic Winter Games and Paralympic Winter Games will be the largest event the region has ever organized. TransLink is working with the Vancouver Organizing Committee (VANOC) and other agencies to support regional transportation requirements for the Games.

In 2008, TransLink will continue to make progress on key transit initiatives to ensure completion in time for the Games. TransLink will also work with partner agencies to complete key transit infrastructure projects such as transit priority measures, traffic signal integration, the UBC transit exchange and improved signage.
BUS

The bus network includes approximately 180 routes and provides most of the region’s residents with convenient access to public transportation. Bus services in total carry 690,000 customer boardings on an average weekday – 73% of the total transit trips made in the region. Bus ridership grew by 3.4% in 2006, while the first two months of 2007 saw 3.3% growth. This growth reflects continued service expansion through the past few years, rising gasoline prices and increased use of transit passes.

2008 BUS SERVICE STRATEGY

A total of 75 peak buses and 264,100 annual service hours will be used to improve conventional bus service in 2008. This is the largest increase in bus service since TransLink was formed in 1999. Figure 5 illustrates planned bus expansion in 2008 and Table 4 indicates the proposed growth in bus service during 2008. The 2008 bus service strategy focuses on:

Growing the Frequent Bus Network

As part of the Frequent Transit Network, major bus expansion in 2008 will provide regional and municipal town centres, including Maple Ridge, Pitt Meadows, and Port Coquitlam with at least 15-minute service, 15 hours a day, every day. Five peak hour buses (21,500 annual hours) are required for these improvements. Most frequent bus service expansion will be during off-peak hours; some corridors require relatively

Figure 5 - Proposed 2008 Bus Expansion

Existing service along Hastings Street will be upgraded to a full Bus Rapid Transit B-Line service connecting downtown Vancouver and SFU.
small improvements in order to reach the FTN standard. See page 19 for the 2008 FTN expansion map.

**Expanding Bus Rapid Transit**

In 2008, TransLink will begin improvements to the existing service from downtown Vancouver to SFU along Hastings Street to upgrade it to full Bus Rapid Transit (BRT) B-Line status. The new 95 B-Line route will provide this busy corridor with high quality, high capacity service. This project includes significant improvements to customer amenities, including passenger information, upgrading of bus stops to give them “station” qualities and transit priority measures. A total of 63,000 annual hours and 21 (18 peak) new articulated vehicles outfitted with dedicated BRT equipment will be required for this project.

Signal priority will be implemented along the Broadway corridor as part of continuing improvements to the Bus Rapid Transit network.

**Capacity Improvements & Vancity U-Pass Expansion**

Twelve peak buses will be added to reduce crowding on busy bus corridor routes identified in the 2005 Transit Capacity Study and to expand the U-Pass Program. More frequent service will be provided in both peak and off-peak time periods on many corridors throughout the region and will require 11,800 peak and 14,300 off-peak annual hours. Candidate routes for improvements include routes in Vancouver, the Willingdon corridor in Burnaby, and between Richmond and the 22nd Street SkyTrain Station in New Westminster.

Twelve-thousand five hundred (12,500) annual hours have been allocated to improve existing U-Pass services and to allow expansion of the program. Priority routes for improvement include the 41st and 49th Avenue corridors, the services between SFU and SkyTrain and the limited-stop route from VCC-Clark Station to UBC introduced in 2006.

**Local Service Improvements**

TransLink will implement commitments from Area Transit Plans (ATP) to improve local connections. The addition of eight peak buses and 36,000 annual hours will be used for a new Vancouver cross-town route via 16th and 33rd Avenues, as identified in the 2005 Vancouver/UBC ATP. This service will improve east-west travel options in Vancouver to provide additional capacity and relieve pressure on busy routes. Additional resources, including seven peak buses, will provide initial local service improvements identified through the Richmond ATP (3,000 annual hours) and North Shore ATP (4,500 annual hours), both scheduled to begin in winter 2007/08. As well, 3,000 annual hours will be devoted to other local service improvements in the region.

<table>
<thead>
<tr>
<th>Table 4 - Proposed 2008 Bus Service Expansion</th>
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</thead>
<tbody>
<tr>
<td>Service Hours</td>
</tr>
<tr>
<td>----------------</td>
</tr>
<tr>
<td>Conventional Bus</td>
</tr>
<tr>
<td>Community Shuttle</td>
</tr>
<tr>
<td>TOTAL BUS</td>
</tr>
</tbody>
</table>

A 6.2% increase in bus service expansion will include three new routes, as well as improvements to busy and important bus routes throughout the system.
South of Fraser Improvements
The South of Fraser area will benefit from an additional 25 peak buses (81,500 annual hours) to improve service on busy routes, to increase capacity between Guildford and White Rock/South Surrey via the 152nd Street corridor, and to introduce new service on 88th Avenue, linking employment areas across multiple South of Fraser municipalities. More improvements will be determined with the completion of the South of Fraser ATP.

Other Improvements
In addition to the above, approximately 15,000 annual hours and one peak bus are required to improve transit operations throughout the region, including reallocation of routes between transit centres. Service efficiency improvements, including those identified with new Automated Passenger Counting, will result in the saving of one peak-hour bus and 2,500 annual hours.

Community Shuttle Improvements
A total of four Community Shuttles and 21,050 annual service hours will be added to provide improvements for 2008, including a new service to Queensborough Landing and Fraserport in East Richmond as well as expansion of Vancouver/UBC Community Shuttle routes.

Bus Service Expansion
The following chart shows the growth of the bus fleet since the formation of TransLink in 1999. By the end of 2008, TransLink will have a bus fleet comprising 1,509 vehicles - an increase of 38% since 1998.

2008 BUS INITIATIVES
Ongoing and new initiatives for bus facilities and fleet improvements for 2008 include:

Main Street Transit and Pedestrian Priority Corridor Project
This Urban Transportation Showcase Program project proposes a suite of measures to address congestion on the busy Main Street corridor in Vancouver, including improvements to street design, transit operations and pedestrian street

Figure 6 - Total Bus Fleet 1998-2008

Four new community shuttles and over 21,000 annual service hours will provide new service in New Westminster and East Richmond, and expand existing service within Vancouver and UBC.
crossings, as well as the introduction of traffic signal priority systems, electronic displays within shelters and on buses. This project hopes to improve bus operating efficiency by 10% with saved resources used to make further improvements to trolley bus service.

Monitoring of recently constructed street design and signal priority improvements will be carried out through the spring of 2008. Public art will be commissioned for transit and street infrastructure in 2007 and will be implemented by late 2008.

**Bus Facilities and Fleet Improvements**

- Initiate construction of infrastructure for the new #95 B-Line route from downtown Vancouver to SFU and the #99 B-Line from Broadway/Commercial to UBC, including improvements to passenger station facilities;
- Fund the detailed design of the new UBC underground transit exchange ITS components and construction of the transit related infrastructure for the exchange and adjacent surface-level trolley loop;
- Design and initiate construction of new bus exchange facilities to support the Canada Line stations at Brighouse, Marine Station, and Bridgeport;
- Initiate reconfiguration of the Burnaby Transit Centre to accommodate future fleet expansion;
- Undertake design and preconstruction activities for the new Maintenance and Transportation Training Centre in Maple Ridge;
- Extend trolley overhead wiring on Marine Drive in Vancouver to support routing of existing trolley routes from the new Vancouver Transit Centre and to the future Canada Line Marine Drive Station; and
- Continue investment in a new bus communications system, automatic vehicle locaters and automatic passenger counters.

**SEABUS**

SeaBus passenger ferries provide an important transit link across Burrard Inlet between Lonsdale Town Centre in North Vancouver and downtown Vancouver. The service currently uses two vessels, each carrying up to 400 passengers. In 2006, ridership averaged 17,300 passengers per weekday, up by 3.5% over 2005. In the first two months of 2007, ridership grew by 3%.

**2008 SeaBus Plan**

**Third SeaBus**

It is proposed that a third SeaBus vessel be purchased in 2007 for delivery in 2009. The existing vessels are 30 years old and dry-dock repairs are required that will render each vessel out of service for an extended period. Initially, the third SeaBus will be used to maintain the current 15-minute services while the existing vessels are repaired.

Upon completion of the repairs, the third SeaBus will provide a 10-minute peak period service by increasing peak capacity by 50%. The added capacity will serve the growth forecast for Lonsdale Town Centre for the foreseeable future. Coinciding with the introduction of the third SeaBus in 2009, some North Vancouver services will be significantly improved, including the addition of many major transit corridors and the SeaBus to the FTN.
Possible SeaBus Terminal Modifications

In an effort to improve the customer and public experience and at Lonsdale Quay, TransLink and the City of North Vancouver are exploring modifications to the bus exchange and other areas immediately surrounding the SeaBus terminal on the North Shore. Proposed safety, passenger amenity and community integration upgrades will be subject to cost share funding.
Rapid Transit & West Coast Express

OVERVIEW

TransLink’s rapid transit network includes SkyTrain’s Expo and Millennium Lines. Construction and planning for future expansion of the Rapid Transit Network will continue in 2008. TransLink’s Ten-Year Outlook includes three new rapid transit lines – the Canada Line, the Evergreen Line and the King George Busway.

The Outlook also identifies the need for further study of the western expansion of rapid transit from Commercial Drive to Central Broadway and UBC, and for rapid transit expansion in Surrey, including the King George Busway. Future rapid transit network expansion, including rail and busway in the region’s eastern municipalities beyond the Outlook’s identified priorities will be considered within the context of an update of the region’s Growth Management Strategy and the development of a Long-Term Strategy.

SKYTRAIN

SkyTrain’s Expo and Millennium Lines provide rapid rail transit services connecting Surrey, New Westminster, Burnaby, and Vancouver. The Expo Line spans 29 kilometres with 20 stations between Waterfront (downtown Vancouver) and King George Stations (Surrey). The Millennium Line is 20 kilometres long with 13 stations, branching from the Expo Line at Columbia Station in New Westminster, to VCC-Clark Station in Vancouver. All trains share track and stations between Waterfront and Columbia Stations. SkyTrain carries 210,000 passengers per day.

Through an extensive network of bus connections, SkyTrain provides access to jobs, schools, and shopping and leisure activities. The system has also helped to achieve the region’s land use goals by attracting high-density development to town centres along the two lines.

2008 SkyTrain Plan

SkyTrain is currently operating at capacity during peak travel periods, in the peak direction. The delivery of 34 new SkyTrain vehicles in 2009 will allow for improved capacity at peak travel times.

The following SkyTrain improvements are proposed for 2008:

System Initiatives
- Continue to expand the existing Operations and Maintenance Centre (OMC) east of Edmonds Station, to accommodate the 2009 fleet expansion of 34 new cars;
- Upgrade the closed circuit television and public address systems on the Expo Line;
- Replace vehicle radio systems on the older cars;
- Implement the first phase of an automatic passenger counting system on trains, and potentially in stations, to provide improved measures of ridership and patterns of demand.

Station Initiatives

Under the federally funded Urban Transportation Showcase Program, Transit Village Plans are being developed for Broadway/Commercial and Surrey Central stations. A major retrofit to Broadway station will begin in 2008 under the Showcase Program and will...
include a new entrance, expanded concourse level and elevator relocation. Implementation of other station and station area improvements recommended in the Transit Village Plan will also commence in 2008.

The Transit Village Plan for Surrey Central was approved by the City of Surrey in March 2007. In 2008, Phase 1 of the Plan will create a new street network to improve pedestrian, cycling and bus access in Surrey City Centre. Subject to cost-shared funding, accessibility and passenger amenity upgrades will also be initiated at Surrey Central Station in 2008.

Several other key station initiatives in 2008 include:

- Design and construction activities to provide significant capacity, access and customer amenity upgrades for Main and Metrotown Stations;
- Completion of Expo Line station lighting upgrades by the end of 2008; and
- Development of a multi-year program to upgrade SkyTrain stations to address capacity and to improve safety, access and neighbourhood integration as part of the development of the 2009-2018 Plan.

CANADA LINE

In 2008, construction will continue on all elements of the Canada Line. The new line, which consists of 19.5 km of track and 16 stations, will connect downtown Vancouver, Richmond Centre, and 25 minutes between downtown Vancouver and the Airport. Opening is scheduled for November 2009. Ridership is projected at approximately 80,000 per day by 2010 and 138,000 by 2021.

EVERGREEN LINE

The Evergreen Line will be a mostly surface-based light rail transit (LRT) line linking Coquitlam, Port Moody and Burnaby, and connecting with SkyTrain, West Coast Express and bus services. The line will be 11 kilometres long with 12 stations, and will provide a travel time of about 23 minutes between Lougheed Town Centre and Coquitlam City Centre/Douglas College. Ridership is projected at around 23,000 per day in 2021.

Work has begun, with input from Partnerships BC and the Province, to revise the business case for the Evergreen Line to include an assessment of procurement options. In 2008, subject to securing sufficient funding contributions from senior levels of government, procurement activities for design and construction of the Evergreen Line will continue, along with continued public consultation.

RAPID TRANSIT STUDIES

West Broadway Rapid Transit Planning Study

UBC and the Central Broadway Business District are the second and third largest transit destinations in the region, respectively. In fall 2007, TransLink will initiate a planning study for a rail rapid transit link from Broadway/Commercial Station to the Central Broadway...
Business District and beyond to UBC. The study will examine technologies, phasing, corridors, capital and operating costs, and ridership and revenue projections.

The study will consider City of Vancouver plans to develop a downtown streetcar network and examine opportunities for integrating the two systems. The planning study will be completed by mid-2009.

**Surrey Rapid Transit & King George Busway Planning Study**

The Ten-Year Outlook proposes bus rapid transit (BRT) in the King George Highway/104 Avenue Corridors connecting Guildford, Surrey City Centre, Newton, Surrey Civic Centre and South Surrey-White Rock by 2013. The BRT will use a segregated median Busway connecting Surrey Central Station with Highway #10.

The Surrey Rapid Transit Study will commence in fall 2008. The study will generate a conceptual design for the Busway with station locations, operating concept, capital and operating costs, ridership and revenue. A primary objective of the study will be to look at longer term options, costs and benefits for upgrading the Busway to rail rapid transit and reviewing potential locations for additional SkyTrain storage.

**Highway 1 Busway**

TransLink is working with the Ministry of Transportation to facilitate the development of a Busway on Port Mann/Highway #1 in conjunction with the Gateway Program. The Busway will provide a high quality bus rapid transit corridor and is proposed to extend from Langley to Burnaby with entry/exit points at several key interchanges. The Busway will improve transit travel from the eastern portion of the region including Langley, Surrey, Abbotsford, Maple Ridge and Pitt Meadows to the SkyTrain.

A study will be completed in 2008 with implementation anticipated by 2013.

**WEST COAST EXPRESS**

West Coast Express (WCE) provides commuter rail and bus service connecting Mission, Maple Ridge, Pitt Meadows, Port Coquitlam, Coquitlam and Port Moody with downtown Vancouver. The WCE route is 65 kilometres long and travel time is 73 minutes one-way. WCE provides five trains inbound to downtown Vancouver in the morning peak period and five trains outbound during the afternoon peak period. WCE also provides an express bus service, TrainBus, during the off peak periods. West Coast Express carries over 9,100 customers per day, a growth of 12.4% over the last two years.

Significant increases in ridership have resulted in trains operating above seating capacity, and park and ride lots have reached or exceeded capacity.

**2008 WEST COAST EXPRESS PLAN**

The following improvements to West Coast Express are proposed in 2008:

- TrainBus service is proposed to expand in 2008, adding five weekend round trips - three round trips on Saturdays, and two round trips on Sundays; and
- Ticket vending machine replacement began in 2007 and will be completed in spring
2008. New machines will offer multiple ticket purchase options including parking.

Two planning studies will be initiated in 2008:

**Maple Ridge Albion Station Study**

The Ten-Year Outlook proposed the addition of a third WCE Station in Maple Ridge. The new station will be located in the rapidly growing Albion-Thornhill area centred around 240th Street and will include a park & ride facility.

In 2008, TransLink will complete an Albion Station Study to identify suitable sites including transportation access, environmental impacts and community integration. TransLink will work closely with the District of Maple Ridge as well as local residents and businesses for this study. It is proposed that the new station be in place by late 2010.

**West Coast Express Long-Term Study**

TransLink and WCE will undertake a study on long-term plans for West Coast Express including expanded train and bus service, and station parking facilities.

West Coast Express has seen a 12.4% growth in ridership over the last two years, and currently carries over 9,100 passengers daily.


Custom Transit

CURRENT SITUATION

Custom Transit services provide transportation to those residents who are not able to use conventional accessible transit vehicles. In addition to the Custom Transit service, there is also the supplementary Taxi Saver Program.

Custom Transit is a shared ride, pre-booked, door-to-door service that uses specialized lift-equipped vehicles for registered customers. By the end of 2007, Custom Transit will be operating with 299 vehicles and carrying close to 1.3 million passengers annually. Despite annual service increases averaging 3.5% in the past several years, demand for Custom Transit continues to exceed available supply, and close to 10,000 trip requests are turned down each year mainly due to peak demand exceeding resources.

TransLink has an agreement with taxi companies to accept coupons sold to eligible users, allowing the customers to make trips by taxi with substantial savings. The Taxi Saver program also allows for more spontaneous travel for people with disabilities, and helps to address the unmet demand for Custom Transit.

2008 PLAN

Based on the proposed Access Transit Plan recommendations, the following service improvements are proposed for 2008:

- A 9.5% (64,000 annual hours of service) increase in Custom Transit service, utilizing 30 expansion Custom Transit vehicles;
- An increase of 8.9% in funding for the Taxi Saver Program, to an annual amount of $1.12 million; and

The expanded Custom Transit service will provide 132,000 additional passenger trips in 2008, a 10% increase over 2007, primarily targeted to serving increased non-medical and spontaneous trips.
OVERVIEW

TransLink’s Cycling program makes strategic investments in cycling facilities throughout the region to support bicycles use for all types of trips. TransLink’s activities focus on constructing new on-road and off-road bike lanes (a cost-sharing initiative with municipalities), improving cycling facilities on TransLink-owned bridges; integrating transit and bicycles; and supporting research, education and promotion of cycling as a viable transportation choice.

Between 1999 and 2004, daily bicycle trips in the region grew by 17%, from 90,000 to 106,000 (based on the Trip Diary survey).

2008 PLAN

In 2008 TransLink’s funding for cycling facility improvements will be maintained at the 2007 level – $6 million for cycling infrastructure and $360,000 for research and education. TransLink will implement the following in 2008:

- Allocate $2.55 million toward cost-sharing with municipalities to improve cycling facilities;
- Continue investment in the Canada Line pedestrian/bike bridge anticipated to open in 2008;
- Create a conceptual design for BC Parkway upgrades to bring this route up to a regional standard;
- Develop Cycling Facility Design Guidelines and Maintenance Guidelines;
- Continue cycling promotion activities; and
- Improve online cycling maps, increase the provision of bike lockers, and explore the feasibility of providing rental bikes at SkyTrain stations and other hubs.

Central Valley Greenway Regional Bicycle and Pedestrian Commuter Path

The Central Valley Greenway (CVG) regional cycling and pedestrian path project will increase walking and cycling trips by making improvements to the flat, 25-kilometre CVG corridor which links Vancouver, Burnaby and New Westminster.

Detailed design is nearly complete in Vancouver and Burnaby. In New Westminster, public consultation is mostly complete, and detailed design is underway. Due to cost increases, some sections along the route will be built to an interim standard. These sections will be built to full standard as additional funding becomes available. TransLink will seek senior government funding assistance to complete all sections to the preferred design standard.

Construction of the Central Valley Greenway began in 2006, and the majority of the project will be built in 2007 and 2008.
Commuting Options

CURRENT SITUATION

TransLink’s Commuting Options Program designs, identifies, promotes and assists in implementing cost-effective travel options for commuters as an alternative to driving alone to work. These options include discounted transit passes, ridesharing (car/vanpooling), on-line ride matching, corporate car sharing (the Company Car), active transportation (cycling, walking), and working from home (teleworking). The goal of this program is to help reduce overall single-occupant vehicle (SOV) trips within the GVRD.

A wide range of commuting options programs is provided by TransLink and supported by partnerships with employers and other public and private agencies.

2008 PLAN

The following commuting options programs will be delivered in 2008, building upon progress made in 2007.

OnBoard Program

TransLink works in partnership with companies to implement commuting options programs at an employer’s worksite. Initiatives deployed at worksites include the Employer Pass Program, parking management strategies, RideShare programs, active transportation programs, bicycle user groups, sponsorship of Bike to Work Week and the Commuter Cycling Skills course, and shared shuttle vehicles between a number of companies.

In 2008, the program will continue to target downtown Vancouver employers and large employers outside the downtown core where significant alternative commuting opportunities exist for employees who drive alone to work, as well as working on commuting initiatives for business and industrial parks.

Employer Pass Program

This program provides an approximate 15% fare discount on annual transit passes to organizations enrolling with 25 or more employees. As of July 2007, the program has more than 240 companies and over 15,000 employees participating. This growth is attributable, in part, to ongoing awareness campaigns aimed at both employers and employees, and as a result of the growing awareness of the impact of SOVs on climate change.

In 2008, TransLink will explore a number of options to restructure the program in order to further encourage growth.

Jack Bell Rideshare

TransLink provides funding to Jack Bell Rideshare to cover the administrative cost of running a regional ride sharing program. The program provides GVRD residents with free on-line ride matching that matches commuters (drivers or passengers) with other commuters who either live in the same neighbourhood, or who work along the same commuting route. In 2008, the number of registered car/vanpools is targeted to increase to 400 from 300 in 2007. The significant increase in ride sharing growth is attributed to rising fuel costs and increased use of the web-based ride matching program.
**Corporate Car Sharing**
TransLink has provided funding to the Co-operative Auto Network (CAN) in 2007 and 2008 for an initiative called “The Company Car”. Funded by CAN, TransLink, and in part through a grant from the Federation of Canadian Municipalities, the Company Car provides a fleet of vehicles at various convenient locations for employers registered in the program for an hourly or daily rate. The program provides employees of registered companies with access to a vehicle, and saves the company the expense of the employees’ commute to work, parking, and fleet costs.

**Teleworking**
For 2008, teleworking will be strongly promoted through the OnBoard program to employers in the GVRD. Teleworking, in which employees work at home part of the time, consistently ranks highly as a commuting option preference in employee surveys.

**TravelSmart**
TravelSmart is an individualized transportation information and marketing pilot program targeted directly to households that have expressed an interest in changing their travel behaviour by reducing their reliance on the automobile. The TravelSmart pilot program was completed in 2007 as part of the federally funded Urban Transportation Showcase Program. Analysis and final results of the pilot will be finalized mid-2007 and TransLink will implement a TravelSmart program in 2008 subject to a successful pilot.
AirCare

CURRENT SITUATION

The AirCare Program ensures that the emissions performance of vehicles operating in the Lower Fraser Valley region is maintained as close as possible to original design standards. AirCare measures vehicle emissions and identifies vehicles that are excess polluters, requiring them to reduce emissions prior to license and insurance renewal.

AirCare has 10 inspection centres with a total of 32 testing lanes, located throughout the Greater Vancouver Regional District (GVRD) and the Fraser Valley Regional District (FVRD). Vehicle testing is provided by Envirotest Canada, a private contractor. Pacific Vehicle Testing Technologies Limited (PVTT), an operating subsidiary of TransLink, administers the AirCare Program and oversees the testing contract.

Vehicles that require an AirCare emissions inspection include most passenger cars, light-duty trucks, and motor homes licensed in the GVRD and FVRD. New vehicles are exempt from testing until they are seven model years old. Other vehicles are tested either annually or every two years, depending on model year.

Between 1992 and the end of 2006, AirCare conducted nearly 13 million tests on 2.3 million vehicles. In the first 12 years of the AirCare Program, vehicle-generated emissions were reduced by 71%, with AirCare-related repairs responsible for 29%. The remaining 42% reduction is credited to advancements in vehicle emission control technology.

2008 PLAN

In 2006, the Province and the TransLink Board approved the continuation of the AirCare Program to December 31, 2011. Similar to previous AirCare Programs, the current AirCare Program is revenue neutral with a test fee structure that does not return any profit to TransLink or the Province. The AirCare testing fees are established at a level designed to recover the full program costs.

Projections of testing volumes for this contract period (2007-2011), based upon the seven-model year exemption and including estimated fail-rates means future testing levels will be far lower than in previous years. In 2008, approximately 562,000 inspections will be performed. The overall failure rate is projected to be 15%. 
CONTEXT

The 2008 Financial Plan provides high-level forecasts of the revenue and expenditures required to maintain existing service levels and implement the proposed initiatives. A projection to 2013 is also provided to confirm the affordability of the 2008 Transportation and Financial Plan. The detailed 2008 budget will be developed in the early fall and presented to the current Board for approval in November.

The 2008 Financial Plan has been developed based on the following principles:

- Revenue rate increases consistent with what had been anticipated in the Ten-Year Outlook;
- Surpluses accumulated to allow for higher levels of transit expansion in 2008 and to help fund major investments in later years;
- 2008 expansion plan must be affordable through the balance of the Outlook period; and
- Corporate contingency available to fund known risks and unanticipated expenditures.

2008 REVENUE AND EXPENDITURE FORECASTS

The 2008 forecast and projections through 2013 have been prepared using assumptions, all of which reflect the initiatives and activities as set out in the 2008 Plan. The 2008 forecast and projections through to 2013 also reflect assumptions on future economic conditions.

Actual results for future periods may vary materially from the presented forecasts and projections.

The 2008 forecast will provide the framework for the development of the detailed 2008 budget. Expected results for 2008 will be updated through the 2008 budget process and presented to the Board in fall 2007.

Table 5 provides a forecast of 2008 revenue by type and expenditure by program. An overview of the major changes between the 2007 budget and 2008 forecast and the key assumptions that drive the forecast follow.

Revenues

Total revenue is projected to increase by $43 million (5%). Higher transit ridership and the proposed fare increase will generate $32 million. The balance of the increase reflects assumed fuel volume growth and the targeted 3% property tax revenue increase. In addition, the Parking Site Tax will result in an estimated net revenue of $18 Million. If the amending legislation is passed before April 15, 2008, this amount will be collected from the Replacement Tax.

Transit

A fare increase is proposed for 2008, consistent with what was assumed in the Ten-Year Outlook. The fare increase is targeted to generate an additional $19 million in revenue, representing cumulative 6% inflation for the 2005-2007 period.
Table 5 - Revenue & Expenditure Summary ($Millions)

<table>
<thead>
<tr>
<th></th>
<th>2006 Actual</th>
<th>2007 Budget</th>
<th>2008 Forecast</th>
<th>Increase/ (Decrease) %</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenues</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit</td>
<td>309.5</td>
<td>322.1</td>
<td>354.0</td>
<td>31.9</td>
</tr>
<tr>
<td>Taxation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel</td>
<td>264.3</td>
<td>260.3</td>
<td>265.6</td>
<td>5.3</td>
</tr>
<tr>
<td>Property</td>
<td>240.6</td>
<td>248.1</td>
<td>255.5</td>
<td>7.4</td>
</tr>
<tr>
<td>Parking Site Tax / Replacement Tax</td>
<td>20.3</td>
<td>20.0</td>
<td>18.0</td>
<td>(2.0)</td>
</tr>
<tr>
<td>Parking Sales Tax</td>
<td>11.5</td>
<td>11.5</td>
<td>11.5</td>
<td>-</td>
</tr>
<tr>
<td>Hydro Levy/Mission</td>
<td>17.3</td>
<td>17.7</td>
<td>18.1</td>
<td>0.4</td>
</tr>
<tr>
<td><strong>SUB TOTAL</strong></td>
<td>554.1</td>
<td>557.6</td>
<td>568.8</td>
<td>11.1</td>
</tr>
<tr>
<td><strong>TOTAL REVENUES</strong></td>
<td>863.6</td>
<td>879.7</td>
<td>992.7</td>
<td>43.1</td>
</tr>
<tr>
<td><strong>Expenditures</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roads &amp; Bridges</td>
<td>35.2</td>
<td>36.9</td>
<td>37.6</td>
<td>0.7</td>
</tr>
<tr>
<td>Transit Operations</td>
<td>564.9</td>
<td>612.5</td>
<td>666.7</td>
<td>54.2</td>
</tr>
<tr>
<td>TransLink</td>
<td>28.4</td>
<td>28.8</td>
<td>33.6</td>
<td>4.9</td>
</tr>
<tr>
<td>Special Projects</td>
<td>6.7</td>
<td>4.0</td>
<td>10.8</td>
<td>6.7</td>
</tr>
<tr>
<td>Corporate Contingency</td>
<td></td>
<td></td>
<td></td>
<td>5.0</td>
</tr>
<tr>
<td><strong>TOTAL EXPENDITURES</strong></td>
<td>635.2</td>
<td>682.1</td>
<td>753.7</td>
<td>71.5</td>
</tr>
<tr>
<td>Surplus Before Debt Service Costs</td>
<td>228.3</td>
<td>197.5</td>
<td>169.1</td>
<td>(28.5)</td>
</tr>
<tr>
<td>Debt Service Costs</td>
<td>111.5</td>
<td>149.3</td>
<td>155.0</td>
<td>5.7</td>
</tr>
<tr>
<td>Surplus</td>
<td>116.8</td>
<td>48.2</td>
<td>14.1</td>
<td>(34.2)</td>
</tr>
<tr>
<td>Cumulative Surplus</td>
<td>320.9</td>
<td>369.1</td>
<td>383.2</td>
<td>14.1</td>
</tr>
</tbody>
</table>

TransLink’s total revenue is projected to increase by $43 million (5%) over 2007.

The proposed fare increase assumes a slower growth in ridership as customers adjust to the higher fares. This adjustment or elasticity is assumed to be -0.2%. To generate an additional 6% in fare revenue, fares will increase by 7.8% on average. In keeping with TransLink’s fare policy to encourage and reward frequent customers, prepaid fares (monthly FareCards and FareSaver Tickets) will increase less than cash fares. Prepaid fares will increase 5.6% and cash fares will increase 12%. Cash fares will increase in 25¢ or 50¢ increments. Appendix 1 identifies proposed conventional transit, West Coast Express and Custom Transit fare increases for 2008.

Assumed ridership growth and increased advertising and retail revenue is projected to provide an additional $13 million.

Fuel

The 2008 estimated revenue of $266 million represents a net 2% growth over 2007 budgeted fuel tax revenue. The 2008 estimate is based on an updated forecast for 2007, and growth rates of 5% for diesel sales and negative 1% for gasoline sales. Current trends indicate growth for diesel sales in the 9%-10% range.
while year-over-year sales have declined for gasoline. Discussion with the provincial Treasury Board staff has confirmed this strong positive growth trend for diesel and zero to declining growth for gasoline.

**Property Tax**
The $256 million estimate reflects an overall revenue increase target of 3%, consistent with what was assumed in the Ten-Year Outlook and in the Governance Panel projections of base property tax revenue. The 3% increase represents 2% inflation and 1% growth from property development and improvements. The rates necessary to generate the projected $7 million revenue increase will be determined as part of the 2008 budget process. Given continued increases in property values it is likely that residential rates will decline.

**Parking Site Tax / Replacement Tax**
Parking Site Tax will result in an estimated net revenue of $18 Million. The proposed amending legislation, if passed, will allow TransLink to collect an $18 Million “Replacement Tax” from non-residential classes 2, 4, 5 and 6. If the proposed amending legislation is passed before April 15, 2008, the Parking Site Tax would not be collected in 2008 and the $18 Million will be collected from the Replacement Tax.

**Operating Expenditures**
Operating expenditures are projected to increase by $71.5 million (10%) over the 2007 budget. The estimate includes a $5 million contingency, based on labour and fuel price risks as well as uncertainties on the cost of supporting the new governance structure. The contingency requirement will be refined through the 2008 budget development process. The cumulative surplus at over $350 million is sufficient to fund additional requirements that are not included in the current forecast.

Other major factors to the year-over-year increase in operating expenditures:
- Known and assumed labour contract settlements and benefit increases;
- Goods and services inflation at 2%-3%;
- Transit fleet maintenance cost increases, due to the fleet age profile and the requirements of increasingly sophisticated bus technology;
- The full year impact of 2007 expansion and the part-year impact of the proposed 5% increase to conventional transit service and 10% increase to custom transit service;
- Additional Transit Police staff and other costs required to build the required policing infrastructure and for the ramp-up to support the new Canada Line; and
- Preliminary estimates of the costs to support the new Transit Commissioner office, Board and Mayors’ Council and increased planning, public affairs and reporting requirements.

All expenditure requirements will be re-evaluated and subject to a thorough review as part of the 2008 budget finalization process. It is anticipated that the current forecast represents the upper limit of expenditures.

**Debt Service Costs**
Debt service costs are projected to increase by $6 million to finance the new road and transit

Operating expenditures are projected to increase by $71.5 million, or 10%, over 2007 due primarily to increasing costs and service expansion.
infrastructure that comes into service in 2008. The 2008 debt service estimate reflects cumulative savings of approximately $23 million from three federal funding programs. Fourth-year funding from the Gas Tax fund will provide TransLink with $61 million (on top of the $123 million already received for the first three years of the program). The Public Transit Fund provided $40 million in 2007 and a further $34 million will be received from the Public Transit Infrastructure Fund by the end of 2007. The receipts are used to self-fund the purchase/construction of capital assets (buses and SkyTrain cars to date), reducing borrowing costs from what would be incurred without the program. The debt service estimate also reflects sinking fund and interest payments on additional long-term borrowing of $615 million. The interest rate assumed for the 2008 long-term issue is 4.75% - 5.0%.

**Revenues**
- Transit fare increases (at a minimum tied to inflation) in 2008 and 2011;
- Transit revenue growing with increased ridership;
- Parking Site Tax, or an $18 million non-residential property tax (replacement tax);
- Property tax rate adjusted to derive, at a minimum, 3% revenue increases per year (2% inflation, 1% growth); and
- 1% fuel volume growth per year.

**Expenditures**
- Provision for labour increases;
- Inflation on non-labour costs of approximately 2% per year;
- Operation, maintenance & rehabilitation funding for roads maintained;
- 6% long-term interest rate; and
- Debt service costs reduced by impact of $381 million in federal capital funding received through 2009/10. No further federal funding is assumed.

**Base Case Program**
The Base Case Program includes projects and new services already contractually committed and/or planned for the final year of the current Three-Year Plan and the proposed 2008 transit fleet expansion. Annual road, bike and transit minor capital allocations are maintained for 2008. For the 2009-2013 period the emphasis is on keeping the existing roads and transit network in a good state of repair. The transit fleet size would not grow past 2008 and would remain at approximately 1,500 vehicles, compared to the 1,600 vehicles assumed in the Ten-Year Outlook. This program is financially

**PROJECTION TO 2013**
In October 2006 the GVTA Board received the report “Financial Context – Setting the Stage for Future Decisions.” The report presented two financial scenarios, projecting revenues and expenditures to 2013 under differing assumptions. These scenarios, known as the “Base Case” and “Full Outlook” have been updated to incorporate the proposed 2008 service improvements, and for the Outlook scenario, the additional revenues that are available under the new governance structure. Both scenarios have underlying financial and economic assumptions.

TransLink will continue to draw primarily on three revenue sources to fund the region’s transportation system: transit fares, fuel taxes and property taxes.
sustainable through 2012. However neither the improvements identified in the Outlook after 2008, or further development of the bus and rapid transit network as identified in the region’s Transport 2021 document can be implemented.

**Base Case Inclusions and Exclusions**

**Includes:**
- Bus and SkyTrain fleet replacement as planned;
- Fleet expansion through 2008;
- Third SeaBus;
- Transit infrastructure maintained in good order;
- #99 and new #95 Hastings / SFU B-Line infrastructure;
- Canada Line;
- Golden Ears Bridge;
- Bicycle Infrastructure Program funding for Canada Line bicycle bridge;
- Five remaining major road projects (Fraser Highway Widening, Main Street Widening, Coast Meridian Overpass, North Fraser Perimeter Road, and Murray-Clarke Connector – Note: Dollarton Bridge Expansion, David Avenue Connector, and 204 Street Overpass are already completed);
- SkyTrain fleet expansion (34 vehicles) to address system overcrowding and passenger safety issues and an expanded operations and maintenance centre to accommodate fleet growth;
- SkyTrain station upgrades (Metrotown, Main, and Broadway/Commercial); and
- Allowance for Evergreen Line detailed project design costs.

**Excludes:**
- Evergreen Line construction and 10 supporting SkyTrain vehicles;
- Transit fleet expansion after 2008;

TransLink’s existing program is financially sustainable through 2012, ensuring the road and transit networks remain in a state of good repair.

**Figure 7 - Base Program 2013 Excluding Revenues from Proposed Legislative Amendments**

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surplus (Deficit)</td>
<td>$97</td>
<td>$117</td>
<td>$58</td>
<td>$12</td>
<td>$(28)</td>
<td>$(88)</td>
<td>$(88)</td>
<td>$(109)</td>
<td>$(124)</td>
</tr>
<tr>
<td>Annual</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cumulative</td>
<td>$204</td>
<td>$321</td>
<td>$379</td>
<td>$390</td>
<td>$363</td>
<td>$275</td>
<td>$187</td>
<td>$78</td>
<td>$(46)</td>
</tr>
</tbody>
</table>

Revenues

Expenditures

**Figure 7 - Base Program 2013 Excluding Revenues from Proposed Legislative Amendments**
• Post 2008 Bicycle Infrastructure Program/Transit Related Road Infrastructure;
• Post 2008 MRN minor capital program ($20 million per year);
• Future Major Road capital program ($35 million per year);
• New heavy fleet maintenance centre to cope with growth of bus fleet;
• King George Busway in Surrey;
• Electronic Fare Collection;
• Projects identified by South of Fraser Area Transit Plan, other than what is proposed for implementation in 2008;
• Projects identified by the Access Transit Plan, beyond the 10% increase to Custom Transit service proposed for 2008; and
• Detailed design and construction of rapid transit connection between VCC-Clark Station and central Broadway is not included in either the Base Program or the full Ten-Year Outlook.

Outlook Program with Revenues from Proposed Legislative Amendments

The Outlook Program includes all projects and programs previously identified as transportation priorities in the Ten-Year Outlook and the additional expansion proposed for 2008. Over the Outlook period, the bus fleet will grow to over 1600 vehicles, new transit infrastructure will be built, and the full Roads Major, Roads Minor, Transit Road Related Infrastructure and Bicycle Infrastructure programs would be implemented.

The Outlook improvements can be funded through 2013 by the increased revenues allowed for by the proposed new legislation.

an additional three cents/litre fuel tax, upon approval of a new Ten-Year 2009-2018 Strategic Plan. Local funding sources are required to generate twice the incremental revenue by the end of the Ten-Year plan period.

The intent of the proposed amending legislation is that TransLink’s additional revenue should be balanced over the long-term on the basis of a 1/3–2/3 framework – one-third from provincial fuel tax, and two-thirds from TransLink’s general property tax and other revenue sources (including fares and other miscellaneous sources such as commercial development of properties). The projections contained in the following figure are consistent with the foregoing statement. For modeling purposes transit fare revenues are assumed to increase by 3.5% per year, property tax revenue grows by 5.5% per year and other revenues (i.e. advertising, retail, property development) will generate an additional $30 - 40 million per year. Larger increases in other revenue would mitigate the need to increase fares and/or property tax rates higher than inflation.

Assuming that continuing and new revenues are received as anticipated by the proposed amending legislation, TransLink will have the financial resources to fund the full Outlook program through 2013. Accumulated surpluses would be in the $350 million to $400 million range by the end of this period. By 2013, an annual deficit approaching $50 million may be realized. If the federal gas tax program continues funding at the $125 million level as announced in the Federal Budget, these annual deficits may be eliminated.
BEYOND 2013

The funding requirements for this longer time horizon will be shaped by several factors:

Planning and Funding
The Province’s 30-Year vision and TransLink’s Ten-Year Strategic Plan will determine the level and timing of funding requirements. The preparation of the Ten-Year Strategic Plan will establish strategic goals, including transit ridership and market share, and major road network plans. Infrastructure, service and other initiatives will be detailed in the plan, together with timeframes and their estimated costs. The continuation of the transfer of federal gas tax and other initiatives will influence the level of expansion.

Federal Funding and other Revenues
The continuation of the transfer of gas tax as announced in the federal budget may result in TransLink receiving an additional $500 million during 2010 – 2014. Confirmation of this funding is essential in the determination of TransLink expansion plans.

Other revenues include the growing opportunity from real estate. The current TransLink land bank includes the former Oakridge Transit Centre and surplus lands in False Creek in the City of Vancouver. TransLink has received a significant range in estimated realizable values for these properties. In addition, the proposed legislation provides authority to acquire land to support future transportation system requirements. Real estate can potentially offer substantial financial resources to TransLink.

Financial Reserves and Reserve Policy
Current projections indicate a cumulative surplus approaching $400 million may be achieved by 2013. The Governance Panel report has suggested that a reserve requirement of

Figure 8 - Outlook Program to 2013 with Revenues from Proposed Legislative Amendments

[Graph showing annual and cumulative surplus/deficit from 2005 to 2013 with revenues and expenditures marked.]

TransLink will begin work to develop a Ten-Year Strategic Plan and Long Term Strategy, which will shape the future of the region’s transportation system.
one year’s interest and principal is appropriate. A policy with a lower reserve target may be adequate if greater certainty on future revenues can be achieved.

**Economic Factors**

Projections and forecasts beyond 2013 are inherently subject to greater uncertainty. Future interest rates, inflation and general economic growth are notable risk factors as TransLink proceeds through the next several years.

A key assumption to the revenue projections is that fuel consumption grows at 1% per year. This is consistent with the Governance Panel projections, but may not be possible to sustain given the Province’s greenhouse gas reduction target and potentially declining fuel consumption.

**SUMMARY**

The funding framework as anticipated by the proposed amending legislation is sufficient to fund the current Outlook through 2013. TransLink would be in a position to advance from the base scenario as contemplated last fall to a resumption of the full Ten-Year Outlook.

The sufficiency of the funding framework beyond 2013 will be shaped by many factors. The preparation of the Ten-Year Strategic Plan will establish strategic goals, including transit ridership and market share, and major road network plans. Infrastructure, service and other initiatives will be detailed in the plan, together with timeframes and their estimated costs. The continuation of the transfer of federal gas tax and other initiatives will influence the level of expansion.
The following table provides the 2008 Capital Plan estimate, which totals $2.6 billion. $2.2 billion represents the budget for previously approved projects, with the balance being potential new 2008 projects. New capital initiatives will be proposed for Board approval through established procedures as part of the Capital Program. The formal 2008 Capital Budget will be presented for approval in November.

Table 9 - Capital Plan ($Millions)

<table>
<thead>
<tr>
<th>Category</th>
<th>Previously Approved Budget as of March 31, 2007</th>
<th>Proposed New Initiatives in 2007 &amp; 2008</th>
<th>Total Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Projects</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Canada Line</td>
<td>385.1</td>
<td>-</td>
<td>385.1</td>
</tr>
<tr>
<td>- Golden Ears Bridge</td>
<td>166.0</td>
<td>-</td>
<td>166.0</td>
</tr>
<tr>
<td>- Evergreen Line - Pre-construction</td>
<td>57.0</td>
<td></td>
<td>57.0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>608.1</td>
</tr>
<tr>
<td>Bus Replacement / Expansion</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Trolleys</td>
<td>263.0</td>
<td>-</td>
<td>263.0</td>
</tr>
<tr>
<td>- Custom Transit Vehicles</td>
<td>19.5</td>
<td>10.7</td>
<td>30.2</td>
</tr>
<tr>
<td>- Community Shuttles</td>
<td>40.7</td>
<td>4.6</td>
<td>45.3</td>
</tr>
<tr>
<td>- Conventional Buses</td>
<td>225.2</td>
<td>100.0</td>
<td>325.2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>548.4</td>
</tr>
<tr>
<td>Roads (Major) (1)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Fraser Highway Widening</td>
<td>41.0</td>
<td>4.0</td>
<td>45.0</td>
</tr>
<tr>
<td>- David Avenue Extension</td>
<td>15.0</td>
<td>-</td>
<td>15.0</td>
</tr>
<tr>
<td>- 204th Street Overpass</td>
<td>18.0</td>
<td>-</td>
<td>18.0</td>
</tr>
<tr>
<td>- Coast Meridian Overpass</td>
<td>60.0</td>
<td>-</td>
<td>60.0</td>
</tr>
<tr>
<td>- North Fraser Perimeter Road (NFPR) (2)</td>
<td>0.8</td>
<td></td>
<td>0.8</td>
</tr>
<tr>
<td>- Murray/Clarke Connector</td>
<td>25.0</td>
<td>-</td>
<td>25.0</td>
</tr>
<tr>
<td>- Unallocated (3)</td>
<td>66.2</td>
<td>35.0</td>
<td>101.2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>226.0</td>
<td>39.0</td>
<td>265.0</td>
</tr>
</tbody>
</table>
### Transportation & Financial Plan

**Category** | Previously Approved Budget as of March 31, 2007 | Proposed New Initiatives in 2007 & 2008 | Total Plan
--- | ---: | ---: | ---: 
**Roads (Minor), Bridges and TRRIP** | 18.3 | 2.0 | 20.3 
- MRN - Minor Road Capital | 140.8 | 20.0 | 160.8 
- Bridge Rehabilitation | 39.0 | 39.0 | 78.0 
- TRRIP - Capital Portion | 18.3 | 2.0 | 20.3 
- Major Bus Only Priority Projects | 198.2 | 34.8 | 233.0 
**Transit Facilities / Infrastructure** | 18.0 | - | 18.0 
- North Shore Depot | 78.2 | - | 78.2 
- Vancouver Transit Centre | 4.9 | - | 4.9 
- Bus Communication System | 44.7 | - | 44.7 
- Heavy Fleet Maintenance Facility (4) | 14.6 | 23.5 | 38.1 
- Relocate BTC-N Functions | 44.3 | 10.4 | 54.7 
- SkyTrain OMC Yard Expansion | 4.9 | - | 4.9 
- ITS Minor Projects | 37.9 | 8.5 | 46.4 
- Trolley Overhead Marine Drive Extension | 4.0 | - | 4.0 
- Ticket Vending Machines | 18.5 | 6.0 | 24.5 
- Automatic Passenger Counters | 18.7 | - | 18.7 
- Bike | 3.3 | - | 3.3 
- Bus Technology Demonstration Project | 9.5 | - | 9.5 
- Urban Transportation Showcase Program | 7.3 | - | 7.3 
- New Rapid Bus Projects | 3.0 | - | 3.0 
- Wayfinding Improvements | 3.3 | - | 3.3 
- New Transit Exchanges | 45.5 | 17.7 | 63.3 
- Other Minor Projects | 351.5 | 92.2 | 443.7 
**SkyTrain / WCE /SeaBus Vehicle Expansion** | 147.0 | - | 147.0 
- MKII SkyTrain Vehicle Expansion - 34 Cars | 34.5 | 35.5 | 70.0 
- Allocation For MKII SkyTrain Vehicle Expansion | 13.5 | - | 13.5 
- Third SeaBus | 10.0 | - | 10.0 
- SeaBus Retrofits | 5.1 | - | 5.1 
**SkyTrain Upgrades** | 97.5 | 36.5 | 134.0 
- Upgrades | 97.5 | 36.5 | 134.0 
- SkyTrain Station Upgrades | 200.1 | 45.5 | 235.6 
**TOTAL** | 2,229.7 | 363.3 | 2,583.0 

(1) Projects noted are active - Dollarton Bridge Replacement has been completed.
(2) TransLink has committed up to $60 million.
(3) Available for NFPR, Main Street widening, and future projects.
(4) Property acquisition and design only, construction budget to seek approval in 2009.
Conclusion

The 2008 Transportation and Financial Plan will continue the significant transit and road investments outlined in the Ten-Year Outlook. It provides a bridge between the existing STP, the Three Year Plan (2005-2007), which expires at the end of 2007, and the next Ten-Year Strategic Plan, which will be completed in mid-2008 for the 2009-2018 period.

The Plan identifies a service, financial and capital plan for initiatives that TransLink proposes to undertake in 2008. These initiatives support the Greater Vancouver region’s growth strategy, air quality objectives and economic development of the GVRD.

The 2008 Transportation Plan proposes a substantial expansion in bus service, continued investment in regionally significant road, cycling, and rapid transit capital projects and planning studies. The 2008 Financial Plan forecasts the revenue and expenditures required to maintain existing service levels and implement the proposed initiatives. A projection to 2013 confirms the affordability of the 2008 Strategic Transportation Plan.

Proposed legislative amendments to the GVTA Act contemplate the development of a Ten-Year Strategic Plan and Long Term Strategy. The Ten-Year Strategic Plan will identify TransLink’s annual transportation service levels, capital projects and other expenditures for the transportation system as well as its revenue measures and anticipated annual revenue.

The Long Term Strategy will outline TransLink’s goals and directions for the regional transportation system for a minimum 30 year period, and key initiatives to support its goals. The Strategy will consider regional land use and environmental objectives, anticipated population growth, and economic development. TransLink will develop the strategy, including major road and transit investments, in consultation with communities, local and senior governments and work in coordination with the GVRD’s process to update the region’s growth strategy plan.
## Appendices

### Appendix 1 - Proposed 2008 Fares

#### Proposed 2008 Fares - Conventional Transit Service

<table>
<thead>
<tr>
<th>Monthly FareCard</th>
<th>Existing</th>
<th>Proposed</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Zone Adult</td>
<td>$69.00</td>
<td>$73.00</td>
<td>5.8%</td>
</tr>
<tr>
<td>2 Zone Adult</td>
<td>$95.00</td>
<td>$99.00</td>
<td>4.2%</td>
</tr>
<tr>
<td>3 Zone Adult</td>
<td>$130.00</td>
<td>$136.00</td>
<td>4.6%</td>
</tr>
<tr>
<td>Concession - All Zones</td>
<td>$40.00</td>
<td>$42.00</td>
<td>5.0%</td>
</tr>
<tr>
<td>FastTrax Student - All Zones</td>
<td>$69.00</td>
<td>$73.00</td>
<td>5.8%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FareSaver Tickets (Book of 10 Tickets)</th>
<th>Existing</th>
<th>Proposed</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Zone Adult</td>
<td>$18.00</td>
<td>$19.00</td>
<td>5.6%</td>
</tr>
<tr>
<td>2 Zone Adult</td>
<td>$27.00</td>
<td>$28.50</td>
<td>5.6%</td>
</tr>
<tr>
<td>3 Zone Adult</td>
<td>$36.00</td>
<td>$38.00</td>
<td>5.6%</td>
</tr>
<tr>
<td>1 Zone Concession</td>
<td>$15.00</td>
<td>$16.00</td>
<td>6.7%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cash Fares</th>
<th>Existing</th>
<th>Proposed</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Zone Adult</td>
<td>$2.25</td>
<td>$2.50</td>
<td>11.1%</td>
</tr>
<tr>
<td>2 Zone Adult</td>
<td>$3.25</td>
<td>$3.75</td>
<td>15.4%</td>
</tr>
<tr>
<td>3 Zone Adult</td>
<td>$4.50</td>
<td>$5.00</td>
<td>11.1%</td>
</tr>
<tr>
<td>1 Zone Concession</td>
<td>$1.50</td>
<td>$1.75</td>
<td>16.7%</td>
</tr>
<tr>
<td>2 Zone Concession</td>
<td>$2.00</td>
<td>$2.50</td>
<td>25.0%</td>
</tr>
<tr>
<td>3 Zone Concession</td>
<td>$3.00</td>
<td>$3.50</td>
<td>16.7%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DayPass</th>
<th>Existing</th>
<th>Proposed</th>
<th>% Increase</th>
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</thead>
<tbody>
<tr>
<td>Adult</td>
<td>$8.00</td>
<td>$9.00</td>
<td>12.5%</td>
</tr>
<tr>
<td>Concession</td>
<td>$6.00</td>
<td>$7.00</td>
<td>16.7%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Employer Pass (Annual Rate)</th>
<th>Existing</th>
<th>Proposed</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Zone Adult</td>
<td>$720.00</td>
<td>$762.00</td>
<td>5.8%</td>
</tr>
<tr>
<td>2 Zone Adult</td>
<td>$984.00</td>
<td>$1,026.00</td>
<td>4.3%</td>
</tr>
<tr>
<td>3 Zone Adult</td>
<td>$1,344.00</td>
<td>$1,406.00</td>
<td>4.6%</td>
</tr>
</tbody>
</table>

| U-Pass | 6% |

| FastTrax Decal | $2.00 | $2.25 | 12% |

<table>
<thead>
<tr>
<th>Special Event Transfer</th>
<th>Existing</th>
<th>Proposed</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adult</td>
<td>$2.25</td>
<td>$2.50</td>
<td>11.1%</td>
</tr>
<tr>
<td>Concession</td>
<td>$1.50</td>
<td>$1.75</td>
<td>16.7%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Multi-Pass (for conventions)</th>
<th>Existing</th>
<th>Proposed</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purchase 500-5,000 passes per day</td>
<td>$5.00</td>
<td>$5.25</td>
<td>5.0%</td>
</tr>
<tr>
<td>Purchase more than 5,000 passes per day</td>
<td>$4.00</td>
<td>$4.25</td>
<td>6.3%</td>
</tr>
</tbody>
</table>

1 Concession fares apply to children 5 to 13 years, secondary students 14 to 19 years with a valid GoCard, seniors 65+ with proof of age and HandyCard holders. Children 4 years and younger ride for free. Concession fares have not been increased since 2002.

2 FastTrax program is available only to full-time students at publicly funded post secondary institutions in the GVRD.

3 U-Pass is a mandatory pass available only to UBC and SFU students.
## Proposed 2008 Fares

<table>
<thead>
<tr>
<th>Custom Transit Monthly FareCard</th>
<th>Existing</th>
<th>Proposed</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 or 2 Zone (1 Zone Adult)</td>
<td>$69.00</td>
<td>$73.00</td>
<td>5.8%</td>
</tr>
<tr>
<td>3 Zone (2 Zone Adult)</td>
<td>$95.00</td>
<td>$99.00</td>
<td>4.2%</td>
</tr>
<tr>
<td>All Zone (3 Zone Adult)</td>
<td>$130.00</td>
<td>$136.00</td>
<td>4.6%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Custom Transit FareSaver Tickets</th>
<th>Existing</th>
<th>Proposed</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Book of 10 Tickets)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 or 2 Zone (1 Zone Adult)</td>
<td>$18.00</td>
<td>$19.00</td>
<td>5.6%</td>
</tr>
<tr>
<td>3 Zone (2 Zone Adult)</td>
<td>$27.00</td>
<td>$28.50</td>
<td>5.6%</td>
</tr>
<tr>
<td>4 Zone (3 Zone Adult)</td>
<td>$36.00</td>
<td>$38.00</td>
<td>5.6%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Custom Transit Cash Fares</th>
<th>Existing</th>
<th>Proposed</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 or 2 Zone (1 Zone Adult)</td>
<td>$2.25</td>
<td>$2.50</td>
<td>11.1%</td>
</tr>
<tr>
<td>3 Zone (2 Zone Adult)</td>
<td>$3.25</td>
<td>$3.75</td>
<td>15.4%</td>
</tr>
<tr>
<td>4 Zone (3 Zone Adult)</td>
<td>$4.50</td>
<td>$5.00</td>
<td>11.1%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TaxiSaver Coupons</th>
<th>Existing</th>
<th>Proposed</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>$40 Face Value Coupon Book</td>
<td>$20.00</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>$50 Face Value Coupon Book</td>
<td>$25.00</td>
<td>n/a</td>
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</tr>
</tbody>
</table>
## Proposed 2008 Fares

### Proposed 2008 Fares - West Coast Express

<table>
<thead>
<tr>
<th>28 Day Pass</th>
<th>Existing</th>
<th>Proposed</th>
<th>% Increase</th>
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</thead>
<tbody>
<tr>
<td>1 Zone Adult</td>
<td>$115.00</td>
<td>$121.50</td>
<td>5.7%</td>
</tr>
<tr>
<td>2 Zones Adult</td>
<td>$115.00</td>
<td>$121.50</td>
<td>5.7%</td>
</tr>
<tr>
<td>3 Zones Adult</td>
<td>$152.50</td>
<td>$161.00</td>
<td>5.6%</td>
</tr>
<tr>
<td>4 Zones Adult</td>
<td>$185.00</td>
<td>$195.50</td>
<td>5.7%</td>
</tr>
<tr>
<td>5 Zones Adult</td>
<td>$255.00</td>
<td>$269.00</td>
<td>5.5%</td>
</tr>
<tr>
<td>1 Zone Concession1</td>
<td>$70.50</td>
<td>$74.50</td>
<td>5.7%</td>
</tr>
<tr>
<td>2 Zones Concession1</td>
<td>$70.50</td>
<td>$74.50</td>
<td>5.7%</td>
</tr>
<tr>
<td>3 Zones Concession1</td>
<td>$94.50</td>
<td>$99.75</td>
<td>5.6%</td>
</tr>
<tr>
<td>4 Zones Concession1</td>
<td>$117.00</td>
<td>$123.50</td>
<td>5.6%</td>
</tr>
<tr>
<td>5 Zones Concession1</td>
<td>$165.00</td>
<td>$174.00</td>
<td>5.5%</td>
</tr>
</tbody>
</table>

### Weekly Pass

| 1 Zone Adult| $36.00 | $38.00  | 5.6%       |
| 2 Zones Adult| $36.00 | $38.00  | 5.6%       |
| 3 Zones Adult| $49.50 | $52.25  | 5.6%       |
| 4 Zones Adult| $60.00 | $63.50  | 5.8%       |
| 5 Zones Adult| $83.00 | $87.75  | 5.7%       |
| 1 Zone Concession1| $24.25 | $25.50  | 5.2%       |
| 2 Zones Concession1| $24.25 | $25.50  | 5.2%       |
| 3 Zones Concession1| $32.75 | $34.50  | 5.3%       |
| 4 Zones Concession1| $40.25 | $42.50  | 5.6%       |
| 5 Zones Concession1| $56.25 | $59.25  | 5.3%       |

### Cash Fares - One Way

| 1 Zone Adult| $4.50  | $5.00   | 11.1%     |
| 2 Zones Adult| $4.50  | $5.00   | 11.1%     |
| 3 Zones Adult| $6.00  | $6.75   | 12.5%     |
| 4 Zones Adult| $7.50  | $8.25   | 10.0%     |
| 5 Zones Adult| $10.25 | $11.25  | 9.8%      |
| 1 Zone Concession1| $2.70  | $3.00   | 11.1%     |
| 2 Zones Concession1| $2.70  | $3.00   | 11.1%     |
| 3 Zones Concession1| $3.65  | $4.00   | 9.6%      |
| 4 Zones Concession1| $4.50  | $5.00   | 11.1%     |
| 5 Zones Concession1| $6.25  | $7.00   | 12.0%     |

### Cash Fares - Return

| 1 Zone Adult| $8.50  | $9.50   | 11.8%     |
| 2 Zones Adult| $8.50  | $9.50   | 11.8%     |
| 3 Zones Adult| $11.25 | $12.50  | 11.1%     |
| 4 Zones Adult| $14.00 | $15.50  | 10.7%     |
| 5 Zones Adult| $19.00 | $21.00  | 10.5%     |
| 1 Zone Concession1| $5.20  | $5.75   | 10.6%     |
| 2 Zones Concession1| $5.20  | $5.75   | 10.6%     |
| 3 Zones Concession1| $6.85  | $7.50   | 9.5%      |
| 4 Zones Concession1| $8.65  | $9.60   | 11.0%     |
| 5 Zones Concession1| $12.00 | $13.25  | 10.4%     |

### FastTrax Student* - All Zones

| $115.00 | $121.50 | 5.7% |

### U-Pass Student* - All Zones

| $80.00 | $84.75 | 5.9% |

### Employer Pass - Monthly Rate

| 1 Zone Adult| $104.00 | $110.00 | 5.8% |
| 2 Zones Adult| $104.00 | $110.00 | 5.8% |
| 3 Zones Adult| $140.00 | $148.00 | 5.7% |
| 4 Zones Adult| $170.00 | $180.00 | 5.9% |
| 5 Zones Adult| $235.00 | $248.00 | 5.5% |

### Bicycles

| Return Ticket| $1.00 | $1.00 | 0.0% |
| Quarterly Pass| $45.00 | $45.00 | 0.0% |

---

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3 U-Pass is a mandatory pass available only to UBC and SFU students.
## Appendix 2 - Transit Operating Statistics

### Vancouver Region, Conventional Transit: Operating Statistics

<table>
<thead>
<tr>
<th>Base Statistics</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Costs</td>
<td>$374,011,296</td>
<td>$402,526,185</td>
<td>$424,973,575</td>
<td>$454,225,117</td>
<td>$503,610,540</td>
</tr>
<tr>
<td>TransLink Allocated Costs (1)</td>
<td>$12,695,551</td>
<td>$15,225,694</td>
<td>$13,714,543</td>
<td>$15,309,733</td>
<td>$15,662,197</td>
</tr>
<tr>
<td>Total Transit Operating Cost</td>
<td>$386,706,847</td>
<td>$417,751,879</td>
<td>$438,688,118</td>
<td>$469,534,850</td>
<td>$519,272,737</td>
</tr>
<tr>
<td>TransLink Transit Expenditures (2)</td>
<td>$26,445,314</td>
<td>$29,365,512</td>
<td>$28,823,885</td>
<td>$35,388,232</td>
<td>$42,081,984</td>
</tr>
<tr>
<td>Debt Service Costs/Rolling Stock Lease</td>
<td>$102,072,567</td>
<td>$114,099,688</td>
<td>$125,377,995</td>
<td>$128,386,209</td>
<td>$118,145,730</td>
</tr>
<tr>
<td>Total Costs</td>
<td>$516,224,668</td>
<td>$561,217,379</td>
<td>$592,989,998</td>
<td>$633,309,382</td>
<td>$679,480,411</td>
</tr>
<tr>
<td>Revenue Passengers</td>
<td>128,580,064</td>
<td>143,627,321</td>
<td>155,594,015</td>
<td>159,713,782</td>
<td>165,109,068</td>
</tr>
<tr>
<td>Boarded Passengers</td>
<td>225,748,100</td>
<td>255,477,424</td>
<td>273,656,751</td>
<td>275,721,913</td>
<td>282,523,899</td>
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<tr>
<td>Service Hours</td>
<td>4,330,488</td>
<td>4,505,559</td>
<td>4,693,668</td>
<td>4,893,457</td>
<td>5,116,799</td>
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<tr>
<td>Peak Revenue Vehicles (3)</td>
<td>1,142</td>
<td>1,188</td>
<td>1,235</td>
<td>1,279</td>
<td>1,336</td>
</tr>
<tr>
<td>Revenue Vehicles in Service (3)</td>
<td>1,364</td>
<td>1,407</td>
<td>1,465</td>
<td>1,519</td>
<td>1,582</td>
</tr>
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</table>

### Vancouver Region, Conventional Transit: Performance Indicators

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Service Efficiency</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cost Efficiency</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Cost / Service Hour</td>
<td>$89.30</td>
<td>$92.72</td>
<td>$93.46</td>
<td>$95.95</td>
<td>$101.48</td>
</tr>
<tr>
<td>Total Cost / Service Hour</td>
<td>$119.21</td>
<td>$124.56</td>
<td>$126.34</td>
<td>$129.42</td>
<td>$132.79</td>
</tr>
<tr>
<td>Vehicle Efficiency</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service Hours / Peak Vehicle</td>
<td>3,792</td>
<td>3,793</td>
<td>3,801</td>
<td>3,826</td>
<td>3,830</td>
</tr>
<tr>
<td>Service Kms / Service Hour</td>
<td>22.9</td>
<td>23.0</td>
<td>22.8</td>
<td>23.0</td>
<td>22.7</td>
</tr>
<tr>
<td><strong>Cost Effectiveness</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Costs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Cost / Boarded Passenger</td>
<td>$1.71</td>
<td>$1.64</td>
<td>$1.60</td>
<td>$1.70</td>
<td>$1.84</td>
</tr>
<tr>
<td>Total Cost / Revenue Passenger</td>
<td>$4.01</td>
<td>$3.91</td>
<td>$3.81</td>
<td>$3.97</td>
<td>$4.12</td>
</tr>
<tr>
<td><strong>Service Effectiveness</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service Utilization</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boarded Passengers / Service Hour</td>
<td>52.1</td>
<td>56.7</td>
<td>58.3</td>
<td>56.3</td>
<td>55.2</td>
</tr>
<tr>
<td>Boarded Passengers / Service Km</td>
<td>2.3</td>
<td>2.5</td>
<td>2.6</td>
<td>2.5</td>
<td>2.4</td>
</tr>
</tbody>
</table>

---

(1) TransLink’s allocated costs include insurance, fare media, property rental & taxes  
(2) 2006 includes $6.0 million for special projects (ie. TRRIP, FCM Loans, Parking Site Tax Admin., Feasibility Studies)  
(3) December fleet roster
**CMBC - Conventional Bus Operations: Operating Statistics**

<table>
<thead>
<tr>
<th>Base Statistics</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Costs</td>
<td>$289,408,674</td>
<td>$305,348,925</td>
<td>$318,438,521</td>
<td>$339,807,101</td>
<td>$379,091,316</td>
</tr>
<tr>
<td>TransLink Allocated Costs (1)</td>
<td>$10,403,661</td>
<td>$11,026,844</td>
<td>$10,990,060</td>
<td>$12,269,172</td>
<td>$12,778,350</td>
</tr>
<tr>
<td>Revenue Passengers</td>
<td>91,361,404</td>
<td>101,192,123</td>
<td>108,852,583</td>
<td>110,007,162</td>
<td>112,139,244</td>
</tr>
<tr>
<td>Boarded Passengers</td>
<td>160,371,539</td>
<td>179,001,851</td>
<td>191,744,984</td>
<td>189,886,567</td>
<td>191,966,318</td>
</tr>
<tr>
<td>Service Hours</td>
<td>3,409,157</td>
<td>3,428,850</td>
<td>3,476,876</td>
<td>3,525,980</td>
<td>3,657,659</td>
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<tr>
<td>Service Kilometres</td>
<td>64,735,778</td>
<td>64,387,766</td>
<td>64,985,363</td>
<td>66,063,400</td>
<td>68,373,375</td>
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<tr>
<td>Operators (2)</td>
<td>2,455</td>
<td>2,489</td>
<td>2,481</td>
<td>2,563</td>
<td>2,663</td>
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**CMBC - Conventional Bus Operations: Performance Indicators**

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</table>

(1) TransLink's allocated costs include insurance, fare media, property rental & taxes
(2) December sign-up roster
(3) December fleet roster
(4) December fleet roster

### CMBC - Community Shuttle Operations: Operating Statistics

<table>
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<th>2003</th>
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<th>2005</th>
<th>2006</th>
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### CMBC - Community Shuttle Operations: Performance Indicators

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<td>Passenger Costs</td>
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<td>Service Utilization</td>
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(1) Does not include TransLink’s allocated costs (insurance, fare media, property rental & taxes)
(2) December sign-up roster
### CMBC - SeaBus: Operating Statistics

<table>
<thead>
<tr>
<th>Base Statistics</th>
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### CMBC - SeaBus: Performance Indicators

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<th>2006</th>
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<td>Cost Efficiency</td>
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<td>611</td>
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<td>Passenger Costs</td>
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<td>Service Utilization</td>
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</table>

(1) Does not include TransLink’s allocated costs (insurance, fare media, property rental & taxes)
(2) December sign-up roster
### BCRTC - SkyTrain: Operating Statistics

#### Base Statistics

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<tr>
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#### Performance Measures

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<td>Cost Efficiency</td>
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<td>Passenger Costs</td>
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<td>Service Utilization</td>
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(1) TransLink’s allocated costs include insurance, fare media, property rental & taxes  
(2) December sign-up roster  
(3) December fleet roster
### West Coast Express: Operating Statistics

#### Base Statistics

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<tr>
<th>Year</th>
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<th>TransLink Allocated Costs</th>
<th>Revenue Passengers</th>
<th>Boarded Passengers</th>
<th>Service Hours</th>
<th>Service Kilometres</th>
<th>Peak Revenue Vehicles</th>
<th>Revenue Vehicles in Service</th>
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<td>33,261</td>
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<td>35</td>
<td>37</td>
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</table>

1. TransLink’s allocated costs include insurance, fare media, property rental & taxes
2. December fleet roster

### West Coast Express: Performance Indicators

#### Performance Measures

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
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<td>Cost Efficiency</td>
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<tr>
<td>Service Hours / Peak Vehicle</td>
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<td>Operating Cost / Boarded Passenger</td>
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<td>Service Utilization</td>
<td></td>
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<tr>
<td>Boarded Passengers / Service Hour</td>
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<td>63.2</td>
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<td>68.7</td>
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### West Vancouver Transit: Operating Statistics

#### Base Statistics

<table>
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<tr>
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<td>Revenue Passengers</td>
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<td>Boarded Passengers</td>
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<td>6,696,644</td>
<td>7,076,716</td>
<td>7,614,657</td>
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<td>Service Hours</td>
<td>101,347</td>
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<td>105,097</td>
<td>105,115</td>
<td>107,813</td>
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<td>Service Kilometres</td>
<td>2,136,173</td>
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<td>Operators (2)</td>
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<td>73</td>
<td>72</td>
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<td>Vehicle Maintenance Employees (2)</td>
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<td>Peak Revenue Vehicles (3)</td>
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<td>Revenue Vehicles in Service (3)</td>
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<td>38</td>
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</table>

(1) Does not include TransLink’s allocated costs (insurance, fare media, property rental & taxes)

(2) December sign-up roster

(3) December fleet roster

### West Vancouver Transit: Performance Indicators

#### Performance Measures

<table>
<thead>
<tr>
<th></th>
<th>2002</th>
<th>2003</th>
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<tr>
<td>Cost Efficiency</td>
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<td>Operating Cost / Service Hour</td>
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<td>Labour Efficiency</td>
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<td>Service Hours / Operator</td>
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<td>1,416</td>
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<td>Service Kms / Mechanic</td>
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<td>178,238</td>
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<td>Vehicle Efficiency</td>
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<tr>
<td>Service Hours / Peak Vehicle</td>
<td>3,269</td>
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<td>Cost Effectiveness</td>
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</tr>
<tr>
<td>Passenger Costs</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Operating Cost / Boarded Passenger</td>
<td>$1.17</td>
<td>$1.25</td>
<td>$1.22</td>
<td>$1.19</td>
<td>$1.28</td>
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<td>Service Utilization</td>
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<td>Boarded Passengers / Service Hour</td>
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<td>67.4</td>
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<td>Boarded Passengers / Service Kilometre</td>
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### Contracted Community Shuttle: Operating Statistics

<table>
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<th>Base Statistics</th>
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<td>Operating Costs (1)</td>
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<td>Revenue Passengers</td>
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<td>592,521</td>
<td>528,702</td>
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<td>659,804</td>
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<td>Boarded Passengers</td>
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<td>807,021</td>
<td>909,536</td>
<td>1,006,164</td>
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<td>Service Hours</td>
<td>10,255</td>
<td>74,862</td>
<td>51,849</td>
<td>53,214</td>
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<td>Service Kilometres</td>
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<td>Peak Revenue Vehicles (2)</td>
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<td>Revenue Vehicles in Service (3)</td>
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### Contracted Community Shuttle: Performance Indicators

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<tr>
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<tr>
<td>Cost Efficiency</td>
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<td>Operating Cost / Service Hour</td>
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<td>Vehicle Efficiency</td>
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<tr>
<td>Service Hours / Peak Vehicle</td>
<td>3,418</td>
<td>6,806</td>
<td>4,714</td>
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<td>Service Kms / Service Hour</td>
<td>18.4</td>
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<td>23.7</td>
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<td>Cost Effectiveness</td>
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<tr>
<td>Passenger Costs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Cost / Boarded Passenger</td>
<td>$4.63</td>
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<td>$2.65</td>
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<tr>
<td>Service Utilization</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Boarded Passengers / Service Hour</td>
<td>10.5</td>
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<td>0.5</td>
<td>0.8</td>
<td>0.7</td>
<td>0.7</td>
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(1) Does not include TransLink’s allocated costs (insurance, fare media, property rental & taxes)
(2) December fleet roster
Custom Transit: Operating Statistics & Performance Indicators

<table>
<thead>
<tr>
<th>Statistics</th>
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<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
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<tbody>
<tr>
<td>Operating / Admin Costs</td>
<td>$18,250,068</td>
<td>$19,710,959</td>
<td>$21,920,927</td>
<td>$23,559,960</td>
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<tr>
<td>Hours of Service</td>
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<td>472,208</td>
<td>492,866</td>
<td>500,912</td>
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<td>Operating Costs per Hour</td>
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<td>User Trips</td>
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<td>1,029,237</td>
<td>1,027,696</td>
<td>1,052,335</td>
<td>1,090,696</td>
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<td>Boarded Passengers (1)</td>
<td>1,052,585</td>
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<td>1,157,814</td>
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<td>Operating Cost / User trip</td>
<td>$19.15</td>
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<td>$22.94</td>
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<td>User trips per Hour</td>
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<td>2.1</td>
<td>2.1</td>
<td>2.1</td>
<td>2.1</td>
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<td>Boarded passenger / Service Hour</td>
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<td>2.3</td>
<td>2.4</td>
<td>2.3</td>
<td>2.3</td>
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<tr>
<td>Total Revenue Vehicles in Service</td>
<td>246</td>
<td>264</td>
<td>274</td>
<td>288</td>
<td>299</td>
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</table>

(1) Boarded Passenger trips include attendants and escorts who travel with Custom Transit users.

Taxi Saver Program: Operating Statistics

<table>
<thead>
<tr>
<th>Statistics</th>
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<tr>
<td>Net Operating Costs</td>
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<td>Revenue Passengers</td>
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<td>164,755</td>
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<td>Boarded Passengers</td>
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<td>181,353</td>
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<td>Wheelchair Passengers</td>
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<td>12,987</td>
<td>12,153</td>
<td>13,189</td>
<td>16,530</td>
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<td>Operating Cost / Revenue Passenger</td>
<td>$4.99</td>
<td>$4.62</td>
<td>$4.08</td>
<td>$5.16</td>
<td>$4.69</td>
</tr>
</tbody>
</table>
To: Land Use and Transportation Committee  
    Finance Committee

From: Hugh Kellas, Manager  
    Policy and Planning Department

Date: June 28, 2007

Subject: GVRD Board Ratification of TransLink’s 2008 Strategic Transportation Plan

---

**Recommendations:**

a) That the GVRD Board ratify the GVTA’s 2008 Transportation and Financial Plan, dated June 2007, as its Strategic Transportation Plan, pursuant to Section 14 of the GVTA Act;

b) That given the importance of transportation demand management to the development of a sustainable land use and transportation strategy, the GVRD Board advise the GVTA Board and GVRD Mayors of:
   i. the intention of the GVRD to continue to incorporate transportation demand management objectives in the renewal of its regional growth strategy;
   ii. its desire to consult with the GVTA in the development of transportation demand management objectives and policies to be incorporated in the new 10-year plan and long-range strategy; and
   iii. its desire to see a long-term financial strategy for meeting the region’s transportation needs which includes new transportation-related funding sources.

---

**1. PURPOSE**

This report responds to a GVTA Board resolution of June 27, 2007, requesting GVRD Board ratification of its one-year Strategic Transportation Plan (STP) titled “2008 Transportation and Financial Plan.” The transmittal letter conveying the GVTA Board resolution is included in Attachment A, and the proposed STP is included in Attachment B.

**2. CONTEXT**

**Background**

The *GVTA Act* requires the GVTA to prepare and maintain a Strategic Transportation Plan respecting the regional transportation system and transportation demand management (TDM). The STP must:

a) Identify the major actions to be undertaken by the GVTA during the plan period;

b) Set out the relationship between these actions and:
   - The regional growth strategy;
   - The air quality objectives for, and the economic development of, the transportation service region; and

c) Include a long-range capital and financial plan.
The **GVTA Act** requires an STP, and any amendment to it, to be ratified by the GVRD Board. The Act stipulates that the Board must act within 120 days of receiving a request to ratify an STP; otherwise the plan will be deemed to have been ratified. The period for GVRD Board ratification expires on October 25th, 2007. The 120-day review period may be extended under the Act if both Boards agree to such an extension.

The proposed 2008 Transportation and Financial Plan would replace the 2005-2007 Three-Year Plan, which expires on December 31, 2007. The Three-Year Plan was ratified by the GVRD Board on February 27, 2004. That Plan also contained a 10-Year Outlook which, while not a formal part of the ratified STP, provided a longer-term context for the program and funding objectives of the GVTA.

The structure of the proposed STP reflects the new regional transportation governance model proposed by the Province through Bill 36, the *Greater Vancouver Transportation Authority Amendment Act*. The short-term nature of the plan is not what was expected by the current Act, but reflects the likelihood that the province will pass the new legislation in the near future, thereby creating a new Board and planning framework. This framework is expected to include “base plans” covering a 10-year period, “supplemental plans” which increase the services and expenditures identified in the base plan, and “long-term strategies” which set out the new Authority’s goals, directions and key initiatives for at least 30 years. The draft legislation indicates that the GVTA must have completed its base plan and long-term strategy by August 1st, 2008. While it is unclear if this timeline is achievable due to the delayed passage of the legislation, when the new plans are finally approved, the 2008 STP will presumably be rescinded.

**Overview of Proposed STP**

The 2008 STP is essentially a “bridging” plan between the current and proposed governance structures. It contains a compilation of existing programs and projects that will be extended through 2008, and new initiatives to be started in that year. As a bridging plan, it does not contain many of the medium and longer-range directions or policies of its predecessor plans. The document is structured around a “Base Case Program” and an “Outlook Program”, as follows:

**Base Case Program for 2008**

The Base Case Program includes the projects and programs that are already committed to or planned for 2008, as well as additional bus fleet expansion approved by the GVTA Board over and above what was previously targeted for that year. Key features of the plan for 2008 include:

- Continuing Major and Minor capital allocations for the Major Road Network (MRN);
- 160 replacement buses and 94 new buses, including 45 more than previously targeted by the 10-Year Outlook for 2008 (at a net additional annual cost of $10 million). Peak period bus service would expand by 75 buses, and bus service hours would grow on an annualized basis by 5.9%. Much of this expansion is targeted to support the regional town centres and established high demand corridors. By the end of 2008 the fleet would include 1,509 vehicles;
- Purchase of a third SeaBus, with delivery in 2009;
- 34 new SkyTrain vehicles and station upgrades;
- Expansion of B-Line service between Vancouver and SFU, plus continued development and implementation of Area Transit Plans;
- Potential expansion of the U-Pass program to include Langara and Capilano Colleges;
- Continued implementation of the Canada Line and Golden Ears Bridge;
- Continued planning and design work for the Evergreen Line;
- Initiation of transit priority projects or studies in five key corridors;
• Continuation of existing funding for regional cycling network improvements;
• Proceeding with a variety of road and bridge projects that are either underway or are identified in established plans;
• Continuation and expansion of established commuting options programs, such as the employer pass program, increasing the number of registered car/van pools, and the potential launch of the TravelSmart program;
• Purchase of lower emission transit vehicles and retrofitting older diesel buses with new emission control technologies;
• Conducting a regional travel survey, continuing the regional goods movement study, initiating studies of the western extension of rapid transit in Vancouver and rapid transit extensions in North Surrey, completing a study of the Pattullo Bridge, and providing GVTA input to the Pacific Gateway Strategy and the provincial Gateway Program.

The plan for 2008 anticipates additional revenues through:
• Replacement of the $20 million parking site tax (which provides $18 million in net revenue) with an $18 million non-residential property tax, as proposed by the draft legislation. If the legislation is not passed before April 15, 2008, the parking site tax would be renewed for 2008;
• Transit fare increases of 5.6% for pre-paid fares and 12% for cash fares. This results in an average fare increase of 7.8%, which generates a 6% ($19 million) increase in transit fare revenues. The difference is the result of slightly reduced ridership expected due to the fare increases. The 6% increase in transit fare revenues is equivalent to cumulative inflation over the last three years;
• Projected increase of 2% ($5.3 million) in fuel tax revenue;
• Projected increase of 3% ($7.4 million) in property tax revenue.

After 2008, the Base Case Program describes a scenario where no new revenues are available for system expansion. As such, the focus would be on maintaining the existing (ie. end of 2008) system in good working order, with no new investments in the road network, no further growth in the bus or rapid transit networks, and deferral of further implementation of adopted plans. There is no suggestion that the region should actually stop investing in its transportation system after 2008, since that would quickly move the region away from its long-established growth management and transportation objectives, and would not work towards reducing greenhouse gas emissions associated with transportation. Instead, this scenario is used to make the point that new funding will be required to support growth of the transportation system in subsequent years, as described in the Outlook Program.

Outlook Program
The Outlook Program addresses the period between 2009 and 2013. Like the 10-Year Outlook in the adopted 2005-2007 Strategic Transportation Plan, the Outlook Program is not a formal part of the ratified STP. Instead, it is a high-level description of potential future projects and funding to provide context for the initiatives identified in the shorter-term STP. The Outlook Program for 2009-2013 includes proceeding with the Evergreen Line, continuing investment in the Major Road Network, implementation of adopted Area Transit Plans, and transit fleet expansion to 1,600 vehicles by 2013. It relies on the new funding sources that are expected to be provided through Bill 36, including the additional 3 cents/litre in fuel tax, plus matching increases in the GVTA's property tax and transit fares/other revenues over time.
Growth Management Implications
The Base Case Program for 2008 identifies projects that were anticipated by the 10-Year Outlook, and is generally consistent with the transportation elements of Transport 2021 and the Livable Region Strategic Plan (LRSP) when considered on a single-year basis. Continuing the regional goods movement study, advancing the planning and preliminary design of the Evergreen Line, and undertaking preliminary planning for the future western extension of the Millennium Line and rapid transit expansion in North Surrey are important initiatives that support the growth management directions of the LRSP. That said, even with the expansion proposed for 2008, the region will remain far behind established objectives for the regional transit and road networks, as well as the regional transit mode split targets.

The Outlook Program for 2009-2013 would advance many of the transportation priorities identified in Transport 2021 and the LRSP, but it too does not address the longer-term from a transportation, growth management or funding perspective. As such, the Outlook Program is itself only a partial response to the regional growth strategy, and requires a longer-term perspective if the region is to continue moving towards a compact, efficient and sustainable development pattern. New transportation priorities and strategies clearly need to be developed for the years after 2013 through a new STP and a long-range transportation plan. Identification of new transportation priorities will need to be coordinated with the development of the new regional growth strategy, which is expected to look out to 2031.

Financial Implications
The GVRD Board has several roles in the financial management of the GVTA under the existing GVTA Act. These roles include GVRD Board ratification of:
- increases to the GVTA's borrowing limit or “debt cap”;
- bylaws to increase GVTA property taxes;
- project tolls or motor vehicle charges;
- adoption of, or amendments to, Strategic Transportation Plans.
These roles would likely end with the approval of Bill 36.

The proposed 2008 STP does not require GVRD Board ratification of increases to the debt cap or other taxes and charges. While the Board is not being asked to ratify new funding for the 2008 STP, the Plan nevertheless identifies some significant funding issues for subsequent years. Even with the additional revenue streams potentially provided by the new legislation, the Outlook Program would see an annual deficit on the order of $50 million by 2013, and a cumulative surplus that is similar to today’s ($366 million), but which would be in decline. As noted in the proposed plan, the sufficiency of the new funding framework to support growth of the transportation system will be influenced by many factors. For example, if the federal gas tax program is extended as recently announced, it may be possible for the GVTA to eliminate forecast deficits associated with the Outlook Program. However, the gas tax program cannot be applied to operating costs, since it is restricted to capital funding for transit fleet investment and infrastructure purchases. As such, while the gas tax fund will help to expand the system, funding to operate and maintain the
expansions will have to be generated within the region, along with the regional shares for capital expansion. In addition, there is no guarantee that federal funding will be maintained at these levels indefinitely.

New funding that may be forthcoming through the proposed legislation also has its limits, especially since it would impose a formula whereby access to the additional 3 cents/litre in provincial gas tax must be matched over time by property tax increases and transit fares/other revenues. Once the additional gas tax room is fully accessed, the GVTA will have to rely on the property tax and other existing sources for funding future expansion plans. However, like the property tax, increasing the reliance on existing sources may not be appropriate or even feasible to support continued growth of the transportation system, since transit fares should not rise at a rate or amount that would unduly dampen ridership growth or make transit unaffordable to lower income groups, and fuel tax revenues may in fact decline over time. This lack of certainty as to how the GVTA's financial obligations are to be met in the longer-term, and the resolution of this uncertainty, has implications for not only the GVTA but also the GVRD, with whom significant GVTA debt obligations reside.

The current STP and 10-Year Outlook contains a contingency revenue strategy to address this lack of certainty. The contingency strategy was developed jointly by the GVRD and GVTA to avoid a situation where if the identified funding sources are not realized, the only alternative would be a substantial scaling back of planned transit and road investments, which would move the region further away from the transportation and land use objectives identified in the LRSP and Transport 2021. The contingency strategy placed strong emphasis on using a range of funding streams which included transportation-related sources such as a distance-based vehicle charge or road tolls, and recognized that increased reliance on the property tax is not an efficient or equitable method of funding the transportation system.

3. ALTERNATIVES

The GVRD Board is being asked to ratify the GVTA’s proposed Strategic Transportation Plan, which would replace the existing 2005-2007 STP. Ratification would establish the GVTA’s projects and programs for 2008 only, since the Plan has a one-year time frame. While there is an “Outlook Program” described within the Plan for the years 2009-2013, that program is not being formally ratified through this process, and in any event, the new legislation proposed by the provincial government would require new plans to be developed and in place by the summer of 2008, under the guidance of an entirely new governance structure. As such, it is reasonable to assume that the “Outlook Program” may be revisited in whole or in part under this new framework.

The projects and programs identified for 2008 are a reasonable extension of current and planned initiatives, and are generally consistent with the LRSP and Transport 2021 when considered on a single-year basis. They also include some positive demand management initiatives, such as transit priority projects, expansion of U-Pass, and continuation of the goods movement study. Funding for the plan draws primarily from existing sources and forecast growth in revenues, with the main exception being the transit fare increase, which would generate an average 6% growth in fare revenues, although the increase is higher for cash fares than it is for pre-paid fare media such as monthly passes. This fare increase may be a challenge for some transit users, and GVTA analysis suggests there will be slightly slower growth in ridership as a result of the increase. However, the average fare increase is not unexpected, it reflects inflation over the last three years, and transit ridership is still expected to grow through 2008.
While the proposed plan provides much needed investment in the region’s road and transit infrastructure in the coming year, it is not placed within a framework of strategic directions for the regional transportation system beyond the programs outlined for 2009-2013 in the Outlook portion of the plan, and it confirms concern about the lack of long-term, sustainable funding. The new funding enabled by Bill 36 would be essential to the continued implementation of the transportation priorities identified in established plans. Yet that funding may not be adequate over the longer-term, and while promised federal gas tax revenues would definitely help, they cannot be relied on in perpetuity. It therefore seems increasingly likely that the region will once again be confronted with the need to consider new funding sources for its transportation system to respond to future demand, to support economic growth and to address rising congestion. If so required, these new funding sources should advance regional objectives to reduce auto-dependency and greenhouse gas emissions, objectives that are likely to figure prominently in the new regional growth strategy. At the same time, future system expansion will have to be affordable, and not burden future generations with unmanageable debt or tax loads. It would be appropriate for the GVTA to treat these matters as fundamental considerations in the development of its new plans.

It has been the Board’s position that new transportation funding should include transportation-related sources such as user charges or road pricing, rather than ever-increasing reliance on the property tax. The current STP anticipated that a regional tolling policy would be in place by 2006, and project tolls have been an available option for the GVTA for some time and are enabled in the new legislation. Whether it is through tolls, distance based charges, vehicle levies, increased gas taxes or some combination, it would seem appropriate for any “strategic” transportation plan to address the need for a comprehensive regional TDM strategy, even in light of the shifting governance structure. At the very least, the next generation of regional transportation plans should incorporate a made-in-the-region vision for managing demand and funding the transportation system over the long-term. Without such a vision, it may not be possible for Greater Vancouver to become a more sustainable region.

In consideration of the above, the Board has the following options:

a) **Ratify the 2008 Transportation and Financial Plan as the GVTA’s Strategic Transportation Plan for 2008**

   Ratification without further Board commentary should be considered if the Board believes the projects and funding identified in the Plan are acceptable and adequate, and that any issues with future priorities and funding should be raised and addressed through subsequent plans under the new transportation governance structure.

OR

b) **Ratify the 2008 Transportation and Financial Plan as the GVTA’s Strategic Transportation Plan for 2008, and given the importance of transportation demand management to the development of a sustainable land use and transportation strategy, the GVRD Board could advise the GVTA Board and GVRD Mayors of:**

   - the intention of the GVRD to continue to incorporate transportation demand management objectives in the renewal of its regional growth strategy;
   - its desire to consult with the GVTA in the development of transportation demand management objectives and policies to be incorporated in the new 10-year plan and long-range strategy; and
   - its desire to see a long-term financial strategy for meeting the region’s transportation needs which includes new transportation-related funding sources.

This option reflects the fact that the projects and programs contained within the proposed STP are generally consistent with the LRSP and Transport 2021 on a single-
year basis, and do not require new funding sources. In addition, there is some urgency to proceed with ratification at this time, since this is a necessary step towards finalizing the GVTA’s 2008 budget, procurement of new transit vehicles and accessing senior government funding. Advising the GVTA Board and GVRD mayors of the need to incorporate TDM objectives in the region’s transportation and land use plans, and the need to increase the emphasis on transportation-related funding sources, will help to confirm the Board’s long-held policy of pursuing a balance between land use, transportation supply, demand and service levels, in order to meet the transportation needs of the region.  

OR

c) Request the GVTA Board to amend the 2008 Transportation and Financial Plan to include a commitment to developing a comprehensive transportation demand management and road pricing strategy in its new 10-year and long-range plans, then re-submit the amended STP to the GVRD Board for ratification at the earliest opportunity.

This option would ensure that the adopted Strategic Transportation Plan for the region contains a clear commitment to developing a comprehensive TDM and road pricing strategy. Under the GVTA Act, the GVRD Board can take up to 120 days to ratify the STP, so it is feasible to delay ratification until the Board’s meeting in September. However, delaying ratification to adjust the plan as suggested will delay finalization of the GVTA’s 2008 budget and procurement of new transit vehicles. It may raise some uncertainty about what programs will proceed in the New Year, and could impact the GVTA’s ability to access federal gas tax funding for 2008.

OR

d) Decline to ratify the proposed 2008 Transportation and Financial Plan, on the basis that the capital programs and spending identified for 2008 are not affordable in context with established funding sources, and that increased capital spending should await enactment of legislation on regional transportation governance. This option may avoid compounding the GVTA’s existing funding challenges through new investments, but would seriously delay planned projects for the coming year, and would require the GVTA to reconsider maintenance of established funding streams for programs already underway. It would negatively impact access to senior government funding for 2008 and beyond, and would put the region even farther away from its transportation objectives.

4. CONCLUSION

The proposed transportation projects and programs for 2008 are a substantial investment in the region’s transportation infrastructure, and represent the largest single-year expansion of bus service since the GVTA was established in 1999. These projects and programs are generally consistent with the Livable Region Strategic Plan and were anticipated in the 10-Year Outlook. The 2008 plan can be funded through established sources, although system expansion between 2009 and 2013 requires the new funding that would be enabled through Bill 36. New priorities and funding will have to be established for the years and decades after 2013, and should be developed in coordination with the preparation of the new regional growth strategy.

The key choice facing the Board is whether or not to ratify the proposed plan even though it does not contain a commitment to developing a comprehensive transportation demand management and road pricing strategy, a commitment that is included in the existing STP. While the Board could request an amendment to the plan to include such a commitment and still ratify the plan within the 120 days allowed for under the existing legislation, this would delay finalization of the 2008 budget, and negatively impact the ability to procure transit
vehicles for 2008 and access senior government funding. In order to facilitate implementation of the 2008 plan, staff recommend that the Board ratify the STP as is, and advise the GVTA Board and the region’s mayors of the need to incorporate such a strategy in the next generation of transportation plans and the new regional growth strategy.

Attachments:
A. Letter from Carol Lee, Corporate Secretary, dated June 27, 2007, regarding GVRD Board Ratification of TransLink’s 2008 Strategic Transportation Plan
B. GVTA 2008 Transportation and Financial Plan, dated June 2007
To: Finance Committee

From: Phil Trotzuk, Financial Planning & Operations Manager

Date: June 5, 2007

Subject: Fall MFA Borrowing for Member Municipalities - GVRD Security Issuing Bylaw 1063, 2007

Recommendations:

a) That the GVRD Board, pursuant to Sections 182(1)(b) and 182(2)(a) of the Community Charter, give consent to the request for financing from the Township of Langley in the amount of $3,250,000

b) That “Greater Vancouver Regional District Security Issuing Bylaw No. 1063, 2007” being a bylaw to authorize the entering into of an Agreement respecting financing between the Greater Vancouver Regional District and the Municipal Finance Authority of British Columbia, be introduced and read a first, second and third time;

c) That “Greater Vancouver Regional District Security Issuing Bylaw No. 1063, 2007” be reconsidered, passed and finally adopted;


1. PURPOSE

To bring forward a further borrowing request from the Township of Langley for the fall 2007 MFA issue.

2. CONTEXT

Under the legislation member municipal borrowing requests must be approved by the respective council by way of Loan Authorization and Security Issuing Bylaws. Such borrowings must then be approved by the GVRD Board and included in a GVRD Security Issuing Resolution to move forward.

The Township of Langley council adopted Loan Authorization Bylaw 2005 - 4455 for $4.0 million dollars for Redwoods Golf Course on November 7, 2005 and subsequently passed the required Security Issuing Resolution.

Upon approval, the request is then considered by the MFA.
All debt of the GVRD is a joint and several liability of the member municipalities.

<table>
<thead>
<tr>
<th>GVRD Bylaw</th>
<th>On behalf of Member</th>
<th>Member Bylaw</th>
<th>Purpose</th>
<th>Bylaw Amount</th>
<th>Borrowing Request</th>
<th>Term</th>
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<tr>
<td>1063, 2007</td>
<td>Township of Langley</td>
<td>4455</td>
<td>Acquisition of Redwoods Golf Course</td>
<td>$4,000,000</td>
<td>$3,250,000</td>
<td>20 years</td>
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At December 31, 2005 (the most recent date for the statistics from the Ministry), The Township of Langley had debt servicing costs of $857,000 which was 3.66% of the available limit of $23,395,000.
GREATER VANCOUVER REGIONAL DISTRICT

BYLAW NO. 1063, 2007

A BYLAW TO AUTHORIZE THE ENTERING INTO OF AN AGREEMENT RESPECTING FINANCING BETWEEN THE GREATER VANCOUVER REGIONAL DISTRICT AND THE MUNICIPAL FINANCE AUTHORITY OF BRITISH COLUMBIA

WHEREAS the Municipal Finance Authority of British Columbia (the “Authority”) may provide financing of capital requirements for Regional Districts or for their member municipalities by the issue of debentures or other evidence of indebtedness of the Authority and lending the proceeds therefrom to the Regional District on whose request the financing is undertaken;

AND WHEREAS the Corporation of the Township of Langley is a member municipality of the Greater Vancouver Regional District (the “Regional District”);

AND WHEREAS the Regional District is to finance from time to time on behalf of and at the sole cost of the member municipalities, under the provisions of Section 824 of the Local Government Act, the works to be financed pursuant to the following loan authorization bylaw:

<table>
<thead>
<tr>
<th>Member Loan Authority Bylaw Number</th>
<th>Purpose</th>
<th>Amount of Borrowing Authorized</th>
<th>Amount Already Borrowed</th>
<th>Borrowing Authority Remaining</th>
<th>Term of Issue</th>
<th>Amount of Issue</th>
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<tr>
<td>2005-4455</td>
<td>Purchase Redwoods Property</td>
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<td>$0</td>
<td>$4,000,000</td>
<td>20 years</td>
<td>$3,250,000</td>
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</table>

AND WHEREAS the Regional Board, by this bylaw, hereby requests such financing shall be undertaken through the Authority:

NOW THEREFORE the Regional Board of the Greater Vancouver Regional District in open meeting assembled enacts as follows:

1. The Authority is hereby requested and authorized to finance from time to time the aforesaid undertakings at the sole cost and on behalf of the Regional District and its member municipalities up to, but not exceeding three million two hundred and fifty thousand dollars ($3,250,000.00) in lawful money of Canada (provided that the Regional District may borrow all or part of such amount in such currency as the Trustees of the Authority shall determine but the aggregate amount in lawful money of Canada and in Canadian Dollar equivalents so borrowed shall not exceed $3,250,000.00 in Canadian Dollars) at such interest and with such discounts or premiums and expenses as the Authority may deem appropriate in consideration of the market and economic conditions pertaining.
2. Upon completion by the Authority of financing undertaken pursuant hereto, the Chair and officer assigned the responsibility of financial administration of the Regional District, on behalf of the Regional District and under its seal shall, at such time or times as the Trustees of the Authority may request, enter into and deliver to the Authority one or more agreements, which said agreement or agreements shall be substantially in the form annexed hereto as Schedule "A" and made part of this bylaw (such Agreement or Agreements as may be entered into, delivered or substituted hereinafter referred to as the "Agreement") providing for payment by the Regional District to the Authority of the amounts required to meet the obligations of the Authority with respect to its borrowings undertaken pursuant hereto, which Agreement shall rank as debenture debt of the Regional District.

3. The Agreement in the form of Schedule "A" shall be dated and payable in the principal amount or amounts of monies and in Canadian dollars or as the Authority shall determine and subject to the Local Government Act, in such currency or currencies as shall be borrowed by the Authority under Section 1 and shall set out the schedule of repayment of the principal amount together with interest on unpaid amounts as shall be determined by the Treasurer of the Authority.

4. The obligation incurred under the said Agreement shall bear interest from a date specified therein, which date shall be determined by the Treasurer of the Authority, and shall bear interest at a rate to be determined by the Treasurer of the Authority.

5. The Agreement shall be sealed with the seal of the Regional District and shall bear the signature of the Chair and the officer assigned the responsibility of financial administration of the Regional District.

6. The obligations incurred under the said Agreement as to both principal and interest shall be payable at the Head Office of the Authority in Victoria and at such time or times as shall be determined by the Treasurer of the Authority.

7. If during the currency of the obligation incurred under the said Agreement to secure borrowings in respect of The Corporation of the Township of Langley Bylaw 2005, No. 4455 there shall be requisitioned annually an amount sufficient to meet the annual payment of interest and the repayment of principal.

8. The Regional District shall provide and pay over to the Authority such sums as are required to discharge its obligations in accordance with the terms of the Agreement, provided, however, that if the sums provided for in the Agreement are not sufficient to meet the obligations of the Authority, any deficiency in meeting such obligations shall be a liability of the Regional District to the Authority and the Regional Board of the Regional District shall make due provision to discharge such liability.

9. The Regional District shall pay over to the Authority at such time or times as the Treasurer of the Authority so directs such sums as are required pursuant to section 15 of the Municipal Finance Authority Act to be paid into the Debt Reserve Fund established by the Authority in connection with the financing undertaken by the Authority on behalf of the Regional District pursuant to the Agreement.
10. This bylaw may be cited as “Greater Vancouver Regional District Security Issuing Bylaw No. 1063, 2007”.

READ A FIRST TIME this _____ day of ________________, 2007.

READ A SECOND TIME this _____ day of ________________, 2007.

READ A THIRD TIME this _____ day of ________________, 2007.

RECONSIDERED, PASSED AND FINALLY ADOPTED this _____ day of ________________, 2007.

____________________________________
Lois E. Jackson, Chair

____________________________________
Paulette Vetleson, Secretary

Certified a true copy of Bylaw No.1063, 2007 as adopted.

______________________________
Secretary
SCHEDULE "A" to Bylaw No. 1063, 2007

CANADA

PROVINCE OF BRITISH COLUMBIA

AGREEMENT

Greater Vancouver Regional District

The Greater Vancouver Regional District (the “Regional District”) hereby promises to pay to the Municipal Finance Authority of British Columbia at its Head Office in Victoria, British Columbia, (the “Authority”) the sum of Three million two hundred and fifty thousand dollars ($3,250,000) in lawful money of Canada, together with interest calculated semi-annually in each and every year during the currency of this Agreement; and payments shall be as specified in the table appearing below hereof commencing on the ______ day of ________________, provided that in the event the payments of principal and interest hereunder are insufficient to satisfy the obligations of the Authority undertaken on behalf of the Regional District, the Regional District shall pay over to the Authority further sums as are sufficient to discharge the obligations of the Regional District to the Authority.

DATED at ________________, British Columbia, this ___ day of _____, 20__

IN TESTIMONY WHEREOF and under the authority of Bylaw No. 1063, 2007 cited as “Greater Vancouver Regional District Security Issuing Bylaw No. 1063, 2007”. This Agreement is sealed with the Corporate Seal of the Greater Vancouver Regional District and signed by the Chair and the officer assigned the responsibility of financial administration thereof.

Chair

Treasurer

Pursuant to the Local Government Act, I certify that this Agreement has been lawfully and validly made and issued and that its validity is not open to question on any ground whatever in any Court of the Province of British Columbia.

Dated ________________, 20__
(month, day)

Inspector of Municipalities

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<table>
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<tr>
<th>Date of Payment</th>
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</table>

Greater Vancouver Regional District Security Issuing Bylaw No. 1063, 2007
Page 4 of 4
To: Finance Committee

From: Phil Trotzuk, Financial Planning & Operations Manager

Date: June 5, 2007

Subject: Fall MFA Borrowing for Member Municipalities - GVRD Security Issuing Bylaw 1064, 2007

Recommendations:

a) That the GVRD Board, pursuant to Sections 182(1)(b) and 182(2)(a) of the Community Charter, give consent to the request for financing from the Township of Langley in the amount of $11,000,000

b) That “Greater Vancouver Regional District Security Issuing Bylaw No. 1064, 2007” being a bylaw to authorize the entering into of an Agreement respecting financing between the Greater Vancouver Regional District and the Municipal Finance Authority of British Columbia, be introduced and read a first, second and third time;

c) That “Greater Vancouver Regional District Security Issuing Bylaw No. 1064, 2007” be reconsidered, passed and finally adopted;

d) That “Greater Vancouver Regional District Security Issuing Bylaw No. 1064, 2007” be forwarded to the Inspector of Municipalities for Certificate of Approval.

1. PURPOSE

To bring forward a borrowing request from the Township of Langley for the fall 2007 MFA issue.

2. CONTEXT

Under the legislation member municipal borrowing requests must be approved by the respective council by way of Loan Authorization and Security Issuing Bylaws. Such borrowings must then be approved by the GVRD Board and included in a GVRD Security Issuing Resolution to move forward.

The Township of Langley council adopted Loan Authorization Bylaw 2006 - 4556, for $11.0 million dollars for Parkland Acquisition on January 8, 2007 and subsequently passed the required Security Issuing Resolution.

Upon approval, the request is then considered by the MFA.
All debt of the GVRD is a joint and several liability of the member municipalities.

<table>
<thead>
<tr>
<th>GVRD Bylaw</th>
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<th>Bylaw Amount</th>
<th>Borrowing Request</th>
<th>Term</th>
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<tr>
<td>1064, 2007</td>
<td>Township of Langley</td>
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<td>Parkland Acquisition</td>
<td>$11,000,000</td>
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<td>20 years</td>
</tr>
</tbody>
</table>

At December 31, 2005 (the most recent date for the statistics from the Ministry), The Township of Langley had debt servicing costs of $857,000 which was 3.66% of the available limit of $23,395,000.
A BYLAW TO AUTHORIZE THE ENTERING INTO OF AN AGREEMENT RESPECTING FINANCING BETWEEN THE GREATER VANCOUVER REGIONAL DISTRICT AND THE MUNICIPAL FINANCE AUTHORITY OF BRITISH COLUMBIA

WHEREAS the Municipal Finance Authority of British Columbia (the “Authority”) may provide financing of capital requirements for Regional Districts or for their member municipalities by the issue of debentures or other evidence of indebtedness of the Authority and lending the proceeds therefrom to the Regional District on whose request the financing is undertaken;

AND WHEREAS the Township of Langley is a member municipality of the Greater Vancouver Regional District (the “Regional District”);

AND WHEREAS the Regional District is to finance from time to time on behalf of and at the sole cost of the member municipalities, under the provisions of Section 824 of the Local Government Act, the works to be financed pursuant to the following loan authorization bylaw:

<table>
<thead>
<tr>
<th>Member Loan Authorization Bylaw Number</th>
<th>Purpose</th>
<th>Amount of Borrowing Authorized</th>
<th>Amount Already Borrowed</th>
<th>Borrowing Authority Remaining</th>
<th>Term of Issue</th>
<th>Amount of Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006 4556</td>
<td>Parkland Acquisition</td>
<td>$11,000,000</td>
<td>0</td>
<td>$11,000,000</td>
<td>20 years</td>
<td>$11,000,000</td>
</tr>
</tbody>
</table>

AND WHEREAS the Regional Board, by this bylaw, hereby requests such financing shall be undertaken through the Authority:

NOW THEREFORE the Regional Board of the Greater Vancouver Regional District in open meeting assembled enacts as follows:

1. The Authority is hereby requested and authorized to finance from time to time the aforesaid undertakings at the sole cost and on behalf of the Regional District and its member municipalities up to, but not exceeding Eleven Million Dollars ($11,000,000.00) in lawful money of Canada (provided that the Regional District may borrow all or part of such amount in such currency as the Trustees of the Authority shall determine but the aggregate amount in lawful money of Canada and in Canadian Dollar equivalents so borrowed shall not exceed $11,000,000.00 in Canadian Dollars) at such interest and with such discounts or premiums and expenses as the Authority may deem appropriate in consideration of the market and economic conditions pertaining.
2. Upon completion by the Authority of financing undertaken pursuant hereto, the Chair and officer assigned the responsibility of financial administration of the Regional District, on behalf of the Regional District and under its seal shall, at such time or times as the Trustees of the Authority may request, enter into and deliver to the Authority one or more agreements, which said agreement or agreements shall be substantially in the form annexed hereto as Schedule "A" and made part of this bylaw (such Agreement or Agreements as may be entered into, delivered or substituted hereinafter referred to as the "Agreement") providing for payment by the Regional District to the Authority of the amounts required to meet the obligations of the Authority with respect to its borrowings undertaken pursuant hereto, which Agreement shall rank as debenture debt of the Regional District.

3. The Agreement in the form of Schedule "A" shall be dated and payable in the principal amount or amounts of monies and in Canadian dollars or as the Authority shall determine and subject to the Local Government Act, in such currency or currencies as shall be borrowed by the Authority under Section 1 and shall set out the schedule of repayment of the principal amount together with interest on unpaid amounts as shall be determined by the Treasurer of the Authority.

4. The obligation incurred under the said Agreement shall bear interest from a date specified therein, which date shall be determined by the Treasurer of the Authority, and shall bear interest at a rate to be determined by the Treasurer of the Authority.

5. The Agreement shall be sealed with the seal of the Regional District and shall bear the signature of the Chair and the officer assigned the responsibility of financial administration of the Regional District.

6. The obligations incurred under the said Agreement as to both principal and interest shall be payable at the Head Office of the Authority in Victoria and at such time or times as shall be determined by the Treasurer of the Authority.

7. If during the currency of the obligation incurred under the said Agreement to secure borrowings in respect of the Township of Langley Bylaw 2006 - 4556 there shall be requisitioned annually an amount sufficient to meet the annual payment of interest and the repayment of principal.

8. The Regional District shall provide and pay over to the Authority such sums as are required to discharge its obligations in accordance with the terms of the Agreement, provided, however, that if the sums provided for in the Agreement are not sufficient to meet the obligations of the Authority, any deficiency in meeting such obligations shall be a liability of the Regional District to the Authority and the Regional Board of the Regional District shall make due provision to discharge such liability.

9. The Regional District shall pay over to the Authority at such time or times as the Treasurer of the Authority so directs such sums as are required pursuant to section 15 of the Municipal Finance Authority Act to be paid into the Debt Reserve Fund established by the Authority in connection with the financing undertaken by the Authority on behalf of the Regional District pursuant to the Agreement.
10. This bylaw may be cited as “Greater Vancouver Regional District Security Issuing Bylaw No. 1064, 2007”.

READ A FIRST TIME this _____ day of ____________, 2007.

READ A SECOND TIME this _____ day of ____________, 2007.

READ A THIRD TIME this _____ day of ____________, 2007.

RECONSIDERED, PASSED AND FINALLY ADOPTED this _____ day of ____________, 2007.

____________________________________
Lois E. Jackson, Chair

____________________________________
Paulette Vetleson, Secretary

Certified a true copy of Bylaw No. 1064, 2007 as adopted.

____________________________________
Secretary
SCHEDULE "A" to Bylaw No. 1064, 2007

CANADA

PROVINCE OF BRITISH COLUMBIA

AGREEMENT

Greater Vancouver Regional District

The Greater Vancouver Regional District (the “Regional District”) hereby promises to pay to the Municipal Finance Authority of British Columbia at its Head Office in Victoria, British Columbia, (the “Authority”) the sum of Eleven Million dollars ($11,000,000.00) in lawful money of Canada, together with interest calculated semi-annually in each and every year during the currency of this Agreement; and payments shall be as specified in the table appearing below hereof commencing on the ______ day of ________, provided that in the event the payments of principal and interest hereunder are insufficient to satisfy the obligations of the Authority undertaken on behalf of the Regional District, the Regional District shall pay over to the Authority further sums as are sufficient to discharge the obligations of the Regional District to the Authority.

DATED at ______________, British Columbia, this ___ day of _____, 20__

IN TESTIMONY WHEREOF and under the authority of Bylaw No. 1064, 2007 cited as “Greater Vancouver Regional District Security Issuing Bylaw No. 1064, 2007”. This Agreement is sealed with the Corporate Seal of the Greater Vancouver Regional District and signed by the Chair and the officer assigned the responsibility of financial administration thereof.

__________________________
Chair

__________________________
Treasurer

Pursuant to the Local Government Act, I certify that this Agreement has been lawfully and validly made and issued and that its validity is not open to question on any ground whatever in any Court of the Province of British Columbia.

Dated ____________, 20___
(month, day)

__________________________
Inspector of Municipalities

PRINCIPAL AND/ OR SINKING FUND DEPOSIT AND INTEREST PAYMENTS

<table>
<thead>
<tr>
<th>Date of Payment</th>
<th>Principal and/or Sinking Fund Deposit</th>
<th>Interest</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$</td>
<td>$</td>
<td>$</td>
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<td></td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>
To: Finance Committee

From: Phil Trotzuk, Financial Planning & Operations Manager

Date: June 13, 2007

Subject: Fall MFA Borrowing for Member Municipalities – GVRD Security Issuing Bylaw 1065, 2007

Recommendations:

a) That the GVRD Board, pursuant to Sections 182(1)(b) and 182(2)(a) of the Community Charter, give consent to the request for financing from the District of North Vancouver in the amount of $15,145,000.

b) That “Greater Vancouver Regional District Security Issuing Bylaw No. 1065, 2007” being a bylaw to authorize the entering into of an Agreement respecting financing between the Greater Vancouver Regional District and the Municipal Finance Authority of British Columbia, be introduced and read a first, second and third time;

c) That “Greater Vancouver Regional District Security Issuing Bylaw No. 1065, 2007” be reconsidered, passed and finally adopted;


1. PURPOSE

To bring forward a further borrowing request from the District of North Vancouver for the fall 2007 MFA issue.

2. CONTEXT

Under the legislation member municipal borrowing requests must be approved by the respective council by way of Loan Authorization and Security Issuing Bylaws. Such borrowings must then be approved by the GVRD Board and included in a GVRD Security Issuing Resolution to move forward.

The District of North Vancouver council adopted Loan Authorization Bylaw 7498 (Loan Authorization Bylaw 1, 2004) for $17,145,000 dollars on Oct 4, 2004 and subsequently passed the required Security Issuing Resolution.

Upon approval, the request is then considered by the MFA.
All debt of the GVRD is a joint and several liability of the member municipalities.

<table>
<thead>
<tr>
<th>GVRD Bylaw</th>
<th>On behalf of Member</th>
<th>Member Bylaw</th>
<th>Purpose</th>
<th>Amount of Bylaw</th>
<th>Borrowing Request</th>
<th>Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>1065, 2007</td>
<td>District of North Vancouver</td>
<td>7498</td>
<td>Library and Town Centre Project</td>
<td>$17,145,000</td>
<td>$15,145,000</td>
<td>20 years</td>
</tr>
</tbody>
</table>

At December 31, 2005 (the most recent date for the statistics from the Ministry), the District of North Vancouver had debt servicing costs of $1,803,594 which was 7.58% of the available limit of $23,796,075.
Regional District Security Issuing Bylaw

GREATER VANCOUVER REGIONAL DISTRICT

BYLAW NO. 1065, 2007

A BYLAW TO AUTHORIZE THE ENTERING INTO OF AN AGREEMENT RESPECTING FINANCING BETWEEN THE GREATER VANCOUVER REGIONAL DISTRICT AND THE MUNICIPAL FINANCE AUTHORITY OF BRITISH COLUMBIA

WHEREAS the Municipal Finance Authority of British Columbia (the “Authority”) may provide financing of capital requirements for Regional Districts or for their member municipalities by the issue of debentures or other evidence of indebtedness of the Authority and lending the proceeds there from to the Regional District on whose request the financing is undertaken;

AND WHEREAS the District of North Vancouver is a member municipality of the Greater Vancouver Regional District (the “Regional District”);

AND WHEREAS the Regional District is to finance from time to time on behalf of and at the sole cost of the member municipalities, under the provisions of Section 824 of the Local Government Act, the works to be financed pursuant to the following loan authorization bylaw:

<table>
<thead>
<tr>
<th>Member Loan Authorization Bylaw Number</th>
<th>Purpose</th>
<th>Amount of Borrowing Authorized</th>
<th>Amount Already Borrowed</th>
<th>Borrowing Authority Remaining</th>
<th>Term of Issue</th>
<th>Amount of Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>7498</td>
<td>Library and Town Centre Project</td>
<td>$17,145,000</td>
<td>$0</td>
<td>$17,145,000</td>
<td>20 years</td>
<td>$15,145,000</td>
</tr>
</tbody>
</table>

AND WHEREAS the Regional Board, by this bylaw, hereby requests such financing shall be undertaken through the Authority:

NOW THEREFORE the Regional Board of the Greater Vancouver Regional District in open meeting assembled enacts as follows:

1. The Authority is hereby requested and authorized to finance from time to time the aforesaid undertakings at the sole cost and on behalf of the Regional District and its member municipalities up to, but not exceeding fifteen million one hundred and forty-five thousand dollars ($15,145,000.00) in lawful money of Canada (provided that the Regional District may borrow all or part of such amount in such currency as the Trustees of the Authority shall determine but the aggregate amount in lawful money of Canada and in Canadian Dollar equivalents so borrowed shall not exceed $15,145,000.00 in Canadian Dollars) at such interest and with such discounts or premiums and expenses as the Authority may deem appropriate in consideration of the market and economic conditions pertaining.
2. Upon completion by the Authority of financing undertaken pursuant hereto, the Chair and officer assigned the responsibility of financial administration of the Regional District, on behalf of the Regional District and under its seal shall, at such time or times as the Trustees of the Authority may request, enter into and deliver to the Authority one or more agreements, which said agreement or agreements shall be substantially in the form annexed hereto as Schedule "A" and made part of this bylaw (such Agreement or Agreements as may be entered into, delivered or substituted hereinafter referred to as the "Agreement") providing for payment by the Regional District to the Authority of the amounts required to meet the obligations of the Authority with respect to its borrowings undertaken pursuant hereto, which Agreement shall rank as debenture debt of the Regional District.

2. The Agreement in the form of Schedule "A" shall be dated and payable in the principal amount or amounts of monies and in Canadian dollars or as the Authority shall determine and subject to the Local Government Act, in such currency or currencies as shall be borrowed by the Authority under Section 1 and shall set out the schedule of repayment of the principal amount together with interest on unpaid amounts as shall be determined by the Treasurer of the Authority.

3. The obligation incurred under the said Agreement shall bear interest from a date specified therein, which date shall be determined by the Treasurer of the Authority, and shall bear interest at a rate to be determined by the Treasurer of the Authority.

4. The Agreement shall be sealed with the seal of the Regional District and shall bear the signature of the Chair and the officer assigned the responsibility of financial administration of the Regional District.

5. The obligations incurred under the said Agreement as to both principal and interest shall be payable at the Head Office of the Authority in Victoria and at such time or times as shall be determined by the Treasurer of the Authority.

6. If during the currency of the obligation incurred under the said Agreement to secure borrowings in respect of the District of North Vancouver Bylaw No. 7498 there shall be requisitioned annually an amount sufficient to meet the annual payment of interest and the repayment of principal.

7. The Regional District shall provide and pay over to the Authority such sums as are required to discharge its obligations in accordance with the terms of the Agreement, provided, however, that if the sums provided for in the Agreement are not sufficient to meet the obligations of the Authority, any deficiency in meeting such obligations shall be a liability of the Regional District to the Authority and the Regional Board of the Regional District shall make due provision to discharge such liability.

8. The Regional District shall pay over to the Authority at such time or times as the Treasurer of the Authority so directs such sums as are required pursuant to section 15 of the Municipal Finance Authority Act to be paid into the Debt Reserve Fund established by the Authority in connection with the financing undertaken by the Authority on behalf of the Regional District pursuant to the Agreement.
9. This bylaw may be cited as “Greater Vancouver Regional District Security Issuing Bylaw No. 1065, 2007”.

READ A FIRST TIME this _____ day of ________________, 2007.

READ A SECOND TIME this _____ day of ________________, 2007.

READ A THIRD TIME this _____ day of ________________, 2007.

RECONSIDERED, PASSED AND FINALLY ADOPTED this _____ day of ________________, 2007.

____________________________
Lois E. Jackson, Chair

____________________________
Paulette Vetleson, Secretary

Certified a true copy of Bylaw No. 1065, 2007 as adopted.

____________________________
Secretary
SCHEDULE "A" to Bylaw No. 1065, 2007

CANADA

PROVINCE OF BRITISH COLUMBIA

AGREEMENT

Greater Vancouver Regional District

The Greater Vancouver Regional District (the “Regional District”) hereby promises to pay to the Municipal Finance Authority of British Columbia at its Head Office in Victoria, British Columbia, (the “Authority”) the sum of Fifteen Million One Hundred Forty-Five Thousand dollars ($15,145,000.00) in lawful money of Canada, together with interest calculated semi-annually in each and every year during the currency of this Agreement; and payments shall be as specified in the table appearing below hereof commencing on the ______ day of ____________, provided that in the event the payments of principal and interest hereunder are insufficient to satisfy the obligations of the Authority undertaken on behalf of the Regional District, the Regional District shall pay over to the Authority further sums as are sufficient to discharge the obligations of the Regional District to the Authority.

DATED at ________________, British Columbia, this ___ day of ______, 20___ .

IN TESTIMONY WHEREOF and under the authority of Bylaw No. 1065, 2007 cited as “Greater Vancouver Regional District Security Issuing Bylaw No. 1065, 2007”. This Agreement is sealed with the Corporate Seal of the Greater Vancouver Regional District and signed by the Chair and the officer assigned the responsibility of financial administration thereof.

Chair

Treasurer

Pursuant to the Local Government Act, I certify that this Agreement has been lawfully and validly made and issued and that its validity is not open to question on any ground whatever in any Court of the Province of British Columbia.

Dated ________________, 20___

(month, day)

Inspector of Municipalities

PRINCIPAL AND/OR SINKING FUND DEPOSIT AND INTEREST PAYMENTS

<table>
<thead>
<tr>
<th>Date of Payment</th>
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<th>Interest</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>
To: Finance Committee

From: Phil Trotzuk, Financial Planning and Operations Manager

Date: June 22, 2007


Recommendation:

1. PURPOSE

To present the Finance Committee with an update on financial performance to May 31, 2007 and provide a forecast for the year.

2. CONTEXT

This is the first in a series of three reports for 2007 on the financial performance of the Districts.

Year-to-date results as presented are based on the actual results for the first five months of the year with the main focus then on the projections to year-end.

3. ALTERNATIVES

Not applicable

4. CONCLUSION

Overall the Districts are projecting a surplus of approximately $16.8 million or within 3.4% of budget. This is primarily due to savings in debt service costs in Water and Liquid Waste as well as higher than expected revenues in Solid Waste.

PT/eb
Attachment

Document #004516242
Greater Vancouver Districts

2007 Financial Performance
As of May 2007
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  • Water District Summary .................................................................6
  • Sewerage & Drainage District Summaries
    ➢ Liquid Waste ..................................................................................7
    ➢ Solid Waste ......................................................................................7
  • Housing Corporation Summary ......................................................8
  • Corporate Programs ........................................................................9-10

Financial Indicators .......................................................................................11-13
Greater Vancouver Districts
Overview

Overall, the Districts and Housing Corporation are projecting a $16.8 million surplus position for the 2007 fiscal year. The overall surplus is mainly due to higher than anticipated Solid Waste revenues and lower than budgeted debt costs in both Water and Sewer.

The projected results for 2007, by district, are as follows:

<table>
<thead>
<tr>
<th>Surplus/(Deficit)</th>
<th>$ Millions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Revenues</td>
</tr>
<tr>
<td>Regional District</td>
<td>$ -</td>
</tr>
<tr>
<td>Water District</td>
<td>$(2.3)</td>
</tr>
<tr>
<td>Sewerage &amp; Drainage</td>
<td></td>
</tr>
<tr>
<td>▶ Liquid Waste</td>
<td>$(1.6)</td>
</tr>
<tr>
<td>▶ Solid Waste</td>
<td>$ 5.5</td>
</tr>
<tr>
<td>GV Housing Corporation</td>
<td>$ 0.1</td>
</tr>
<tr>
<td></td>
<td>$ 1.7</td>
</tr>
</tbody>
</table>

The operating surplus in the Regional District can be mainly attributed to savings resulting from staff vacancies in Regional Parks and Air Quality, delays in various planned studies for Electoral Areas and higher than anticipated revenue in General Government.

The Water District’s projected surplus is largely the result of lower than budgeted debt charges due to delays in capital spending compared to budget and water treatment cost savings which are offset with Water Sales projected to fall short of budget estimates.

The Liquid Waste surplus projection for 2007 is primarily due to savings in debt service costs, delays in some maintenance projects and the expected savings of the operating contingency.

Solid Waste is projecting a surplus for 2007 as a result of higher than expected revenues as waste flows continue to trend upward, and savings in contract hauling costs.

The Housing Corporation is projecting net income greater than budget primarily due to savings in operating costs and higher net revenues than expected.

In addition to the above surpluses, corporate programs are also projecting a surplus for 2007 of approximately $320,000 primarily due to staff vacancies.
Greater Vancouver Districts
Statement of Surplus (Deficit)
For the period ending May 31, 2007

<table>
<thead>
<tr>
<th>DISTRICT / CORPORATION</th>
<th>Year to Date</th>
<th>Year End</th>
<th>Projected</th>
<th>% Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Budget</td>
<td>Actuals</td>
<td>Variance</td>
<td>to Budget</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Budget</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Actuals</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Year End</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Projected</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Variances</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Regional District

#### Revenue
- **Budget**: 4,060,285
- **Actuals**: 3,774,206
- **Year End Variance**: (286,079)

#### Expenditure
- **Budget**: 19,851,517
- **Actuals**: 18,526,256
- **Year End Variance**: 1,325,261

#### Surplus (Deficit)
- **Budget**: (15,791,232)
- **Actuals**: (14,752,050)
- **Year End Variance**: 1,039,182

### Water District

#### Revenue
- **Budget**: 54,329,278
- **Actuals**: 51,841,721
- **Year End Variance**: (2,487,557)

#### Expenditure
- **Budget**: 53,409,245
- **Actuals**: 43,488,178
- **Year End Variance**: 9,921,067

#### Surplus (Deficit)
- **Budget**: 920,033
- **Actuals**: 8,353,543
- **Year End Variance**: 7,433,510

### Sewerage and Drainage District

#### Liquid Waste

#### Revenue
- **Budget**: 1,391,217
- **Actuals**: 1,467,693
- **Year End Variance**: 76,476

#### Expenditure
- **Budget**: 57,653,103
- **Actuals**: 51,051,516
- **Year End Variance**: 6,601,587

#### Surplus (Deficit)
- **Budget**: (56,261,886)
- **Actuals**: (49,583,824)
- **Year End Variance**: 6,678,062

#### Solid Waste

#### Revenue
- **Budget**: 40,279,409
- **Actuals**: 39,818,842
- **Year End Variance**: (460,567)

#### Expenditure
- **Budget**: 39,076,446
- **Actuals**: 36,845,856
- **Year End Variance**: 2,230,589

#### Surplus (Deficit)
- **Budget**: 1,202,965
- **Actuals**: 2,972,987
- **Year End Variance**: 1,770,022

### GV Housing Corporation

#### Revenue
- **Budget**: 14,567,054
- **Actuals**: 14,554,304
- **Year End Variance**: (12,750)

#### Expenditure
- **Budget**: 14,211,286
- **Actuals**: 13,767,601
- **Year End Variance**: 443,665

#### Surplus (Deficit)
- **Budget**: 355,768
- **Actuals**: 786,703
- **Year End Variance**: 430,935

### Consolidated Surplus (Deficit)
- **Budget**: (69,574,333)
- **Actuals**: (52,222,641)
- **Year End Variance**: 17,351,692

* 2007 Budget includes reserve and surplus carry-forward applications as approved by the Board.
Greater Vancouver Districts
Regional Function’s Surplus (Deficit)
For the period ended May 31, 2007

<table>
<thead>
<tr>
<th>Function</th>
<th>Budget</th>
<th>Actuals</th>
<th>Variance</th>
<th>Annual* Variance</th>
<th>Year End Variance</th>
<th>Projected Year End Variance</th>
<th>% Variance to Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>911 Emergency Telephone</td>
<td>1,464,696</td>
<td>1,460,761</td>
<td>(3,935)</td>
<td>4,818,491</td>
<td>4,728,491</td>
<td>(90,000)</td>
<td>(1.9%)</td>
</tr>
<tr>
<td>Revenue</td>
<td>2,821,370</td>
<td>2,821,205</td>
<td>165</td>
<td>4,818,491</td>
<td>4,744,517</td>
<td>73,974</td>
<td>1.5%</td>
</tr>
<tr>
<td>Expenditure</td>
<td>(1,356,674)</td>
<td>(1,360,444)</td>
<td>(3,770)</td>
<td>-</td>
<td>(16,026)</td>
<td>(16,026)</td>
<td>-0.3%</td>
</tr>
<tr>
<td>Surplus (Deficit)</td>
<td></td>
<td></td>
<td></td>
<td>6,823,236</td>
<td>6,823,236</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Air Quality</td>
<td>369,378</td>
<td>107,799</td>
<td>(261,579)</td>
<td>6,823,236</td>
<td>6,787,048</td>
<td>36,188</td>
<td>0.5%</td>
</tr>
<tr>
<td>Revenue</td>
<td>2,533,715</td>
<td>2,229,535</td>
<td>304,180</td>
<td>-</td>
<td>36,188</td>
<td>36,188</td>
<td>0.5%</td>
</tr>
<tr>
<td>Expenditure</td>
<td>(2,164,337)</td>
<td>(2,121,736)</td>
<td>42,601</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Surplus (Deficit)</td>
<td></td>
<td></td>
<td></td>
<td>4,238,320</td>
<td>4,359,320</td>
<td>121,000</td>
<td>2.9%</td>
</tr>
<tr>
<td>General Government</td>
<td>559,373</td>
<td>635,109</td>
<td>75,736</td>
<td>4,238,320</td>
<td>4,218,320</td>
<td>20,000</td>
<td>0.5%</td>
</tr>
<tr>
<td>Revenue</td>
<td>1,647,434</td>
<td>1,355,678</td>
<td>291,756</td>
<td>-</td>
<td>141,000</td>
<td>141,000</td>
<td>3.3%</td>
</tr>
<tr>
<td>Expenditure</td>
<td>(1,086,061)</td>
<td>(720,569)</td>
<td>367,492</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Surplus (Deficit)</td>
<td></td>
<td></td>
<td></td>
<td>2,691,117</td>
<td>2,691,117</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Labour Relations</td>
<td>223,758</td>
<td>220,070</td>
<td>(3,688)</td>
<td>2,691,117</td>
<td>2,691,117</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Revenue</td>
<td>1,071,672</td>
<td>1,058,267</td>
<td>13,405</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Expenditure</td>
<td>(847,914)</td>
<td>(838,196)</td>
<td>9,718</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Regional GPS</td>
<td>8,333</td>
<td>58,660</td>
<td>50,327</td>
<td>553,329</td>
<td>553,329</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Revenue</td>
<td>231,327</td>
<td>166,679</td>
<td>64,648</td>
<td>553,329</td>
<td>553,329</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Expenditure</td>
<td>(222,994)</td>
<td>(108,019)</td>
<td>114,975</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Surplus (Deficit)</td>
<td></td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Regional Parks</td>
<td>1,303,945</td>
<td>1,133,167</td>
<td>(170,778)</td>
<td>25,624,051</td>
<td>25,625,587</td>
<td>1,536</td>
<td>0.0%</td>
</tr>
<tr>
<td>Revenue</td>
<td>10,178,161</td>
<td>9,687,356</td>
<td>490,805</td>
<td>25,624,051</td>
<td>25,547,070</td>
<td>76,981</td>
<td>0.3%</td>
</tr>
<tr>
<td>Expenditure</td>
<td>(8,874,216)</td>
<td>(8,554,188)</td>
<td>320,028</td>
<td>-</td>
<td>76,517</td>
<td>76,517</td>
<td>0.3%</td>
</tr>
<tr>
<td>Surplus (Deficit)</td>
<td></td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Strategic Planning</td>
<td>116,941</td>
<td>118,617</td>
<td>1,676</td>
<td>2,831,978</td>
<td>2,831,978</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Revenue</td>
<td>1,086,285</td>
<td>1,017,157</td>
<td>69,128</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Expenditure</td>
<td>(969,344)</td>
<td>(938,540)</td>
<td>70,804</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Surplus (Deficit)</td>
<td></td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>West Nile Virus</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>167,193</td>
<td>167,193</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Revenue</td>
<td>66,725</td>
<td>24,925</td>
<td>41,800</td>
<td>167,193</td>
<td>112,193</td>
<td>55,000</td>
<td>32.9%</td>
</tr>
<tr>
<td>Expenditure</td>
<td>(66,720)</td>
<td>(24,925)</td>
<td>41,800</td>
<td>-</td>
<td>55,000</td>
<td>55,000</td>
<td>32.9%</td>
</tr>
<tr>
<td>Surplus (Deficit)</td>
<td></td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Electoral Area</td>
<td>9,694</td>
<td>15,439</td>
<td>5,745</td>
<td>368,474</td>
<td>375,372</td>
<td>6,898</td>
<td>1.9%</td>
</tr>
<tr>
<td>Revenue</td>
<td>137,149</td>
<td>81,215</td>
<td>55,934</td>
<td>368,474</td>
<td>277,696</td>
<td>90,778</td>
<td>24.6%</td>
</tr>
<tr>
<td>Expenditure</td>
<td>(127,455)</td>
<td>(65,776)</td>
<td>61,679</td>
<td>-</td>
<td>97,676</td>
<td>97,676</td>
<td>24.6%</td>
</tr>
<tr>
<td>Surplus (Deficit)</td>
<td></td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Sasamat Volunteer Fire Dept.</td>
<td>4,167</td>
<td>24,583</td>
<td>20,416</td>
<td>186,413</td>
<td>203,913</td>
<td>17,500</td>
<td>9.4%</td>
</tr>
<tr>
<td>Revenue</td>
<td>77,679</td>
<td>84,238</td>
<td>(6,559)</td>
<td>186,413</td>
<td>203,913</td>
<td>(17,500)</td>
<td>(9.4%)</td>
</tr>
<tr>
<td>Expenditure</td>
<td>(73,512)</td>
<td>(59,655)</td>
<td>13,857</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Surplus (Deficit)</td>
<td></td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Regional Surplus (Deficit)</td>
<td>(15,791,232)</td>
<td>(14,752,050)</td>
<td>1,039,182</td>
<td>-</td>
<td>392,356</td>
<td>392,356</td>
<td>-</td>
</tr>
</tbody>
</table>

* 2007 Budget includes reserve and surplus carry-forward applications as approved by the Board.
Greater Vancouver Regional District

The Regional District at the end of May 2007 is in a surplus position of approximately $1.0 million. This surplus is due to the timing of actual expenditures being slower than budget, primarily in General Government, Regional Parks and Regional GPS, staff vacancies in Regional Parks and Air Quality and higher than expected revenue in General Government. We are anticipating that the delayed expenditures to date will be incurred by year-end and the projected surplus for 2007 will decline to approximately $392,000 due mainly to the staffing vacancies and interest income.

- **911 Emergency Telephone**

E911 is essentially on budget for the first five months of the year. The new contract for E-Comm has been finalized and all the required retroactive payments have been paid. Final contract amounts slightly higher than budget is expected to result in a small deficit of $16,000 at year end.

- **Air Quality**

Air Quality is currently in a surplus position of close to $43,000 primarily due the delay of planned equipment purchases and staff vacancies. It is expected the equipment will be purchased in the later part of the year and that the staff positions will be filled with some interim services provided through consulting resources which will result in a year end surplus of $36,000.

- **General Government**

General Government is in a surplus position of approximately $367,000 due to the timing of actual expenditures being slower than budget, special Board meetings planned have not occurred and external revenues were higher than budget as a result of higher interest income and an unanticipated rural grant from the Province.

As these lagging expenditures are expected to be incurred by year end, the General Government function is expected to have a surplus of $141,000 due to higher than expected interest and grant revenue.

- **Labour Relations**

Labour Relations is essentially on budget to date and is expecting to be on budget by year end. Several third party arbitration cases are pending in the near future. The magnitude of costs associated with these are unknown at this time but could put pressure on the Labour Relations budget moving forward.
Greater Vancouver Regional District (continued)

- **Regional Global Positioning System**

  GPS is in a surplus position to date due primarily to the early receipt of system user fees and the timing of expenditures but is expected to be on budget for the year.

- **Regional Parks**

  Regional Parks is in a surplus position at the end of May of approximately $320,000 due primarily to the delays in filling vacant positions and some planned expenditures for consulting projects and asset purchases being deferred until the summer and fall months.

  As the delayed expenditures will be incurred during the 2007 budget year, Regional Parks is projecting that the staff vacancies to date will result in a year end surplus of close to $79,000.

- **Strategic Planning**

  Strategic Planning expenditures to date are under budget by approximately $71,000 mainly due to staff vacancies which are expected to be backfilled using consulting resources.

  As a result, Strategic Planning is expected to be on budget for 2007.

- **West Nile Virus**

  West Nile Virus is in surplus position of close to $42,000 to date. This is due to one vacant position and to the timing of contract spraying work occurring later than anticipated in the budget. At this time, the function is projecting to be under budget for the year by $55,000 as a result of savings from the position vacancy.

- **Electoral Areas**

  The Electoral Areas function is currently in a surplus position of close to $62,000 which is due to staff vacancies that are now filled and a delay in completing the Barnston Island Community Plan because of flooding issues. The UBC Development Controls Review has also been delayed due to a Provincial governance study. As a result, Electoral Areas is projecting a year end surplus of approximately $98,000.

- **Sasamat Volunteer Fire Department**

  Sasamat Volunteer Fire Department is essentially on budget to date and expected to be for the year.
Greater Vancouver Water District

The Water District is currently in a year to date surplus position of approximately $7.4 million. This surplus is expected to increase to $8.0 million by year-end.

Water District revenues to the end of May are $2.5 million under budget. The lower than expected winter per capita water usage is likely the result of a combination of the above-normal level of steady rainfall since the beginning of year and the progressive water conservation programs by GVRD and its member municipalities. Using information from June consumption estimates and updated projected weather impacts for the remainder of the year, it is estimated that water sale revenues will be on budget for the remainder of the year resulting in a revenue shortfall of $2.3 million.

Water District expenditures are currently $9.9 million below budget due primarily to lower debt service costs ($3.0 million) resulting from slower than anticipated expenditures in the fall of 2006 and early 2007, staff vacancies, the deferral of several engineering and maintenance projects to the more favourable summer months and savings in water treatment, pumping costs and water purchases from B.C. Hydro due to the lower consumption.

At year end, it is expected that the final expenditure surplus will increase to close to $10.3 million. This surplus is largely the result of savings in debt service costs ($6.5 million), delays in maintenance engineering projects due to resource issues and savings in water treatment costs due to less material / chemical purchases and delayed hiring of filtration staff.
Greater Vancouver Sewerage and Drainage District

Liquid Waste

Liquid Waste is anticipating a surplus of approximately $4.9 million primarily due to debt service costs projected to be less than budget. The projected surplus can be split as follows: FSA $3.5 million, LIWSA $0.3 million, NSSA $0.7 million, VSA $0.3 million and Drainage $0.1 million.

Total revenue is projected to be approximately $1.6 million below budget. With less than budgeted spending for growth related capital projects in the later part of 2006 and in early 2007, less development cost charge (DCC) revenue is required to be transferred from reserves to fund these projects. This reduction in capital spending is also reflected in reduced debt charges.

Debt service costs are expected to be approximately $4.1 million below budget primarily due to the district not requiring the level of long-term financing as was anticipated in the 2007 budget. Total capital expenditures for the year are projected to be less than budgeted for both growth and non-growth projects.

Liquid Waste operating expenditures are projected to be in an overall surplus position of approximately $2.4 million for 2007. The $750,000 budgeted operating contingency is not expected to be required and there are miscellaneous cost savings projected over several programs ($200,000). In addition, the Nutrifor program is expecting a surplus of approximately $200,000 due primarily to delays in several land application projects and the delay of some maintenance engineering projects ($1.2 million) are expected largely due to resource issues as the hot labour market has presented problems securing the necessary engineering resources. This may result in some lower priority projects being deferred to 2008.

Solid Waste

As at the end of May 2007, the Solid Waste function is forecasted to achieve an overall surplus of $3.2 million for the year. As has been the case in recent years increased waste flows continue to drive revenues higher than expected.

Overall revenues are projected to be in excess of budget by close to $5.5 million. Higher than budgeted waste flows is expected to result in excess tipping fee revenues of approximately $4.4 million. In addition, savings in contract hauling costs has resulted in a $1.1 million recovery from our third party operator.

Total overall expenditures are anticipated to be in excess of budget by $2.2 million due primarily to costs associated with handling the increased waste flows in the system.
The Greater Vancouver Housing Corporation (GVHC) is in a surplus position of close to $431,000 after the first five months of the year. More than half of this favourable variance is due to timing of actual expenditures to budget and the remainder is related to permanent savings from staff vacancies, property taxes due to successful appeals and lower debt costs from mortgage renewals. This surplus is expected to be reduced slightly to $324,000 by year end.

Revenue is essentially on budget to date as a shortfall in subsidies received from BC Housing is offset by unbudgeted sundry revenue and less required tenant rent assistance for the Section 95 portfolio. It is expected that the subsidy shortfall from BC Housing is only temporary and that by year end a retroactive adjustment will be made when BC Housing completes their current review. With this expected adjustment, the GVHC is projecting revenue surplus for 2007 of $131,000.

The current expenditure surplus position of $440,000 is expected to be reduced to approximately $193,000 as many delayed maintenance projects will be completed and current staff vacancies filled. The remaining surplus is primarily due to property tax savings, labour savings from staff vacancies early in the year and savings due to favourable mortgage renewals.

In 2007 the GVHC has water ingress repairs and capital replacement expenditures planned totaling $8.4 million which will be funded from reserve. As at May 31, 2007, $739,000 has been expended. After a more comprehensive review of the properties to prioritize building envelope repair needs, certain properties have been put on hold while focus has been shifted to repairing the Greystone Village property. Total expected expenditures on capital related work for 2007 is forecast to be approximately $5 million.
**Corporate Programs**

Overall, corporate programs are in a surplus position of approximately $1.9 million for the first five months of 2007. This surplus is largely due to the timing of actual expenditures being slower than that anticipated in the budget.

As most of these expenditures are expected to be made by year-end this overall corporate program surplus is projected to decline to approximately $320,000 primarily the result of staff vacancies.

- **Chief Administrative Officer**

  The CAO Office is expected to be over budget approximately $15,000 for 2007 as a result of temporary administrative support as coverage while recruiting for a staff vacancy. This will be offset by savings in other corporate functions.

- **Human Resources**

  The Human Resources department is currently overbudget by $50,000 and is forecasting a deficit of approximately $75,000 by year-end. This is the result of legal fees which are expected to exceed budget due to the resolution of personnel matters. This deficit will be offset by savings in other corporate functions.

- **Finance and Administration**

  The Finance & Administration department is currently in a surplus position of close to $218,000 mainly due to staff vacancies and savings resulting from less than expected use of contract negotiators in the Properties Division.

  The surplus is expected to increase to approximately $490,000 over the remainder of 2007 due to staff vacancies as the recruiting process to fill those vacancies continues.

- **Information Technology**

  Information Technology is under budget by $750,000 for the first five months of 2007 due to delays in some asset purchases and application support related projects as some resources were temporarily shifted to flood planning and preparation.

  Computer hardware and software purchases and consulting support for various projects, some of which was budgeted in the early part of the year, has been deferred until sufficient testing of the interaction between the District's applications and the new Vista desktop operating system has been completed. At this time it is expected that most of these purchases will take place in the second half of the year and, as a result, most of the current surplus will be absorbed.

  Although one project, the upgrade of our corporate online information system, will not be completed as planned, it was to be funded from reserves and therefore, has no impact on the overall function. IT is projected to finish 2007 essentially on budget.
Corporate Programs (continued)

- Corporate Relations

Corporate Relations is currently in a surplus position of approximately $287,000 due mainly to several vacant positions and project related expenditures budgeted early in the year, expected to be incurred in the second half.

At this time, the delayed expenditures are expected to be incurred by year-end and Corporate Relations is projected to have a surplus of $85,000 related to the staff vacancy.

- Other Corporate Services

As at the end of May 2007, other corporate services are in a surplus position of close to $710,000. This is mainly due to timing of actual expenditures being slower than expected in the Public Consultation and Community Relations program, delays in head office equipment upgrades and maintenance projects as well as the timing of some corporate training programs and staff vacancies in the Legal Department. These delayed expenditures are expected to be incurred during the balance of 2007.

Other Corporate Services is expected to be in a deficit position of approximately $162,000 by year end. Unanticipated costs for flood planning and those associated with building improvements required for new engineering and operations staff are the primary drivers behind this projection.
Greater Vancouver Districts
Financial Indicators

These ratios are intended to help indicate the Greater Vancouver District’s financial ability to continue to provide services to the region on a sustainable basis. This involves evaluating a number of factors, including the ongoing ability to ensure revenues meet expenditures, ability to meet debt obligations, and the flexibility to address unexpected contingencies. Forecast ratios can help to identify potential financial problems in advance.

1) Municipal Property Tax and Levies / Total Revenue

This ratio is a measure of the diversification of revenues. A high ratio indicates a reliance on property tax related levies / fees. A low ratio illustrates a greater range of revenues which is seen as beneficial. However, other revenue streams may not be sustainable or fluctuate more than tax requisitions.

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Total Property tax/levies</td>
<td>$165,354,299</td>
<td>37.9%</td>
<td>$167,653,065</td>
<td>39.8%</td>
<td>$173,509,345</td>
</tr>
<tr>
<td>Total Revenue**</td>
<td>$436,442,906</td>
<td></td>
<td>$420,913,055</td>
<td></td>
<td>$452,881,285</td>
</tr>
</tbody>
</table>

The GVRD has a reasonably well diversified revenue base. Some revenue streams are subject to fluctuations during the year. In particular, Solid Waste User Fees are projected to be up for 2007 and Water Sales down.

2) i) Debt Service Costs/ Total Revenue

This is the percentage of revenue committed to payment of interest and principal on temporary and long-term debt for the regional, sewer, solid waste and water operations. A high percentage indicates greater use of revenues for the repayment of debt, and less ability to adjust to unplanned events and changing circumstances.

<table>
<thead>
<tr>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Debt Service Costs</td>
<td>$116,491,802</td>
<td>26.7%</td>
<td>$118,547,483</td>
<td>28.2%</td>
<td>$123,206,919</td>
</tr>
<tr>
<td>Total Revenue**</td>
<td>$436,442,906</td>
<td></td>
<td>$420,913,055</td>
<td></td>
<td>$452,881,285</td>
</tr>
</tbody>
</table>

** 2007 Budget includes surplus carry-forward applications approved in April 2007.
Financial Indicators (continued)

2) ii) Interest Costs/ Total Revenue

This is the percentage of revenue committed to payment of interest on temporary and long-term debt for the regional, sewer, solid waste and water operations. A high percentage indicates greater use of revenues for servicing interest on outstanding debt, and less ability to adjust to unplanned events and changing circumstances.

<table>
<thead>
<tr>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Interest Costs</td>
<td>$68,635,654</td>
<td>$70,581,959</td>
<td>$64,666,569</td>
<td>$75,781,793</td>
<td>$66,114,124</td>
</tr>
<tr>
<td>Total Revenue**</td>
<td>$436,442,906</td>
<td>$420,913,055</td>
<td>$452,881,285</td>
<td>$488,840,434</td>
<td>$490,597,039</td>
</tr>
</tbody>
</table>

Both debt service costs and interest costs as a percentage of revenue is down compared to budget indicating that less of our revenue is required to service outstanding debt (principal and interest) and more is available to fund current projects.

3) Operating Reserves/ Total Revenues

Reserve levels are an indicator of financial strength since they provide the ability to meet unforeseen expenditures or revenue losses, though the member municipalities tend to look unfavourably on the region building up large reserves.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Reserves</td>
<td>$64,008,658</td>
<td>$39,800,916</td>
<td>$57,531,437</td>
<td>$28,064,038</td>
<td>$44,887,903</td>
</tr>
<tr>
<td>Total Revenue**</td>
<td>$436,442,906</td>
<td>$420,913,055</td>
<td>$452,881,285</td>
<td>$488,840,434</td>
<td>$490,597,039</td>
</tr>
</tbody>
</table>

Projected operating reserves are significantly less from prior year due to the aggressive application of excess reserves to avoid debt. The level of operating reserves appears adequate to meet potential unexpected contingencies.

** 2007 Budget includes surplus carry-forward applications approved in April 2007.
### Financial Indicators (continued)

#### 4) Total Municipal Taxes, Water, Sewer and Solid Waste Charges / Per Capita

This indicator is a representation of the per capita cost impact of the region’s tax payer supported services. These costs are passed on to the tax payer through our member municipalities. The 2007 population is assumed to increase at a rate of 1.5% over 2006.

<table>
<thead>
<tr>
<th></th>
<th>2004 Actual Per Capita</th>
<th>2005 Actual Per Capita</th>
<th>2006 Actual Per Capita</th>
<th>2007 Budget Per Capita</th>
<th>2007 Forecast Per Capita</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Tax Revenue ***</td>
<td>$321,910,114 $151</td>
<td>$337,879,533 $157</td>
<td>$367,229,493 $168</td>
<td>$403,806,074 $182</td>
<td>$405,365,350 $183</td>
</tr>
<tr>
<td>Total Population ****</td>
<td>2,132,260</td>
<td>2,158,699</td>
<td>2,180,737</td>
<td>2,213,450</td>
<td>2,213,450</td>
</tr>
</tbody>
</table>

This increase in per capita cost is consistent with our budget increases in the cost of regional services, particularly water treatment and regional parks. The decrease in the forecast over budget is the result of the projected shortfall in Water Sales.

---

** 2007 Budget includes surplus carry-forward applications approved in April 2007.
*** Total Tax Revenue defined as Regional District tax requisition, Water Sales, Sewer & Drainage Levy and Solid Waste User Fees.
**** Based on Population Section, BC Stats, Ministry of Management Services, Government of British Columbia.
To: Finance Committee

From: Tracey Husoy, Purchasing & Risk Manager

Date: June 22, 2007

Subject: Tender/Contract Award Information – May 2007

Recommendation:

1. PURPOSE

To provide the Finance Committee information with regard to contracts valued at or estimated at more than $250,000.00.

2. CONTEXT

Information pertaining to the award of contracts and standing offer agreements valued at more than $250,000.00 is reported to the Committee monthly.

The following contracts were awarded during the month of May 2007:
(Details attached as APPENDIX A)

1. Bollman Roofing & Sheet Metal Ltd. $380,540.00 GVHC
   Provision of Roof Replacement at Moray Place Phase II

2. Hodgson King & Marble Ltd. $291,292.00 O & M Dept. and C.S. Dept. (GVWD and GVRD)
   Supply and Installation of Watershed Security Gates.

3. Veolia ES Canada Industrial Services Inc. $264,865.00 E & C Dept. (GVS&DD)
   Provision for Cleaning of Flow Through Vessel No. 1 – Annacis Island Wastewater Treatment Plant.

4. JJM Construction Ltd. $1,934,924.00 E & C Dept. (GVS&DD)
   Installation of North Surrey Interceptor – 104 Avenue Extension.
The following **not previously reported** contract was amended during the month of **May 2007**:  
(Details attached as APPENDIX B)

<table>
<thead>
<tr>
<th>Original or Previously Amended Value</th>
<th>Value of Amendment</th>
<th>Total Amended Value of Contract</th>
<th>Amendment Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Golder Associates Ltd.</td>
<td>$229,702.89</td>
<td>$33,419.26</td>
<td>$263,122.15</td>
</tr>
</tbody>
</table>

*To cover additional environmental monitoring services at the Lions Gate Wastewater Treatment Plant.*

The following **previously reported** contracts were amended during the month of **May 2007**:  
(Details attached as APPENDIX C)

<table>
<thead>
<tr>
<th>Original or Previously Amended Value</th>
<th>Value of Amendment</th>
<th>Total Amended Value of Contract</th>
<th>Amendment Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. ITT Industries of Canada</td>
<td>$499,384.88</td>
<td>$29,016.33</td>
<td>$528,401.21</td>
</tr>
</tbody>
</table>

*To cover modifications to the equipment as requested by the Corporation.*

<table>
<thead>
<tr>
<th>Original or Previously Amended Value</th>
<th>Value of Amendment</th>
<th>Total Amended Value of Contract</th>
<th>Amendment Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Golder Associates Ltd.</td>
<td>$276,088.89</td>
<td>$183,184.96</td>
<td>$459,273.85</td>
</tr>
</tbody>
</table>

*To cover additional design services and construction/post-construction engineering services which were contemplated in the RFP but not included at the time of award.*

<table>
<thead>
<tr>
<th>Original or Previously Amended Value</th>
<th>Value of Amendment</th>
<th>Total Amended Value of Contract</th>
<th>Amendment Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>3. CH2M Hill Canada Limited</td>
<td>$852,311.32</td>
<td>$2,277,066.56</td>
<td>$3,129,377.88</td>
</tr>
</tbody>
</table>

*To cover Construction Engineering Services that were contemplated in the RFP but not included at the time of award.*

<table>
<thead>
<tr>
<th>Original or Previously Amended Value</th>
<th>Value of Amendment</th>
<th>Total Amended Value of Contract</th>
<th>Amendment Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>4. Canem West Operations Inc. (over 3 years)</td>
<td>$500,000.00</td>
<td>$361,265.00 (over 2 years)</td>
<td>$861,265.00 (over 5 years)</td>
</tr>
</tbody>
</table>

*To extend the contract for an additional two years from June 2007 to June 2009 as allowed for in the tender. This is a unit rate contract and the amended value is an estimate only.*

**Attachments:**

**APPENDIX A:** Detailed information with regard to newly awarded contracts

**APPENDIX B:** Contracts amended to a value of more than $250,000 but not previously reported to the Finance Committee

**APPENDIX C:** Contracts amended in value in accordance with Contracting Procedure No. 9 – Contract Amendments and previously reported to the Finance Committee

**APPENDIX D:** List of tenders and proposals received but not awarded (presently being reviewed)

**APPENDIX E:** List of current open tender/proposal calls for contracts anticipated to be valued at greater than $250,000
AWARD OF CONTRACT

TENDER NO. 07-058

1. A contract was awarded May 2, 2007 for the Greater Vancouver Housing Corporation (GVHC)

   To: Bollman Roofing & Sheet Metal Ltd.

   in the amount of $380,540.00 for Roof Replacement Moray Place Phase II

   Original estimate was $300,000. Costs can be accommodated in the budget.

2. Tenders were invited by GVRD and BC BID web sites, and private invitation on April 4, 2007

   Closing Date: April 26, 2007

3. Tenders received:

   Bollman Roofing & Sheet Metal Ltd. $380,540.00
   Marine Roofing (1996) Ltd. $394,120.70
   Transwest Roofing Ltd. $421,880.00
   Harvard Industries Ltd. $424,000.00

4. Tenders reviewed by:

   Contractual: Purchasing Division Staff
   Technical: Greater Vancouver Housing Corporation Staff

5. Award made to the lowest bidder.
1. A contract was awarded May 7, 2007 for the Operations and Maintenance Department and the Corporate Services Department (GVWD and GVRD)

   To: Hodgson King & Marble Ltd.

   in the amount of $291,292.24 for Supply and Installation of Watershed Security Gates

   Original estimate was $300,000.00

2. Tenders were invited by GVRD and BC BID web sites, and private invitation on March 30, 2007

   Closing Date: April 24, 2007 (extended)

3. Tenders received:

   Hodgson King & Marble Ltd. $291,292.24
   BMS Integrated Services $348,702.90
   Ross Morrison Electrical Ltd. $416,686.00

4. Tenders reviewed by:

   Contractual: Purchasing Division Staff

   Technical: Operations and Maintenance Department and Corporate Services Department Staff

5. Award made to the lowest bidder.
AWARD OF CONTRACT

TENDER NO. 07-026

1. A contract was awarded May 8, 2007 for the Engineering and Construction Department (GVS&DD)

   To: Veolia ES Canada Industrial Services Inc.

   in the amount of $264,865.80 for Cleaning of Flow Through Vessel No. 1 – Annacis Island Wastewater Treatment Plant

   Original estimate was $275,600.00

2. Tenders were invited by GVRD and BC BID web sites, and private invitation on April 3, 2007

   Closing Date: April 26, 2007

3. Tenders received:

   Veolia ES Canada Industrial Services Inc. $264,865.80

4. Tenders reviewed by:

   Contractual: Purchasing Division Staff

   Technical: Engineering and Construction Department Staff

5. Award made to the only responsive bidder.

   A second bid received was non-compliant.
1. A contract was awarded May 25, 2007 for the Engineering and Construction Department (GVS&DD) to: JJM Construction Ltd. in the amount of $1,934,924.00 for Installation of North Surrey Interceptor – 104 Avenue Extension. Original estimate was $1.6 Million. Costs can be accommodated in the overall project budget.

2. Tenders were invited by GVRD and BC BID web sites, and private invitation on March 22, 2007. Closing Date: April 17, 2007 (extended)

3. Tenders received:

<table>
<thead>
<tr>
<th>Company</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>JJM Construction Ltd.</td>
<td>$1,934,924.00</td>
</tr>
<tr>
<td>Gemco Construction Ltd.</td>
<td>$2,315,071.80</td>
</tr>
<tr>
<td>Mutual Construction (2000) Ltd.</td>
<td>$2,417,027.90</td>
</tr>
<tr>
<td>B. Cusano Contracting Inc.</td>
<td>$2,459,200.00</td>
</tr>
</tbody>
</table>

4. Tenders reviewed by:

   Contractual: Purchasing Division Staff
   Technical: Engineering and Construction Department Staff

5. Award made to the lowest bidder.

   The City of Surrey’s portion of this contract is $164,300.00
CONTRACT AMENDED TO A VALUE OF
MORE THAN $250,000
BUT NOT PREVIOUSLY REPORTED TO THE
FINANCE COMMITTEE

PURCHASE ORDER NO. 097549

Golder Associates Ltd.

Lions Gate WWTP 2007 Receiving Environment Monitoring Program
Sediment Effects Survey
for the Operations and Maintenance Department (GVS&DD)

1. Original Value of Contract:    $229,702.89
2. Amendment Value:     $33,419.26
3. Amendment Type:     Additional Work
4. Total Amended Value of Contract:   $263,122.15
5. Budget Status:
   This project is funded within the operating budget for this program.
6. Reason for Amendment to Contract:
   To cover additional environmental monitoring services at the Lions Gate WWTP that were included as options in the RFP but not included in the award. Due to the nature of some of this monitoring it was determined better to do it now rather than later.
AMENDMENT TO A PREVIOUSLY REPORTED CONTRACT

ITT NO. 04-060/ CONTRACT NO. 204
PURCHASE ORDER NO. 083675

Seymour-Capilano Filtration Plant Water Pumps
Seymour-Capilano Filtration Project
for the Engineering and Construction Department (GVWD)

1. Name of Contractor: ITT Industries of Canada

2. Date Contract Reported November 2004

3. Original Reported Value of Contract: $499,384.88

4. Amendment Number: 01

5. Value of Amendment: $29,016.33

6. Amendment Type: Additional Requirements

7. Total Amended Value of Contract: $528,401.21

8. Budget Status:

The total estimated cost of the Seymour-Capilano Filtration Project at completion is $566.0 Million. This compares with the budget of $600 Million adopted by the Board in April 2003.

9. Reason for Amendment to Contract:

To cover modifications to the equipment as requested by the Corporation.
AMENDMENT TO A PREVIOUSLY REPORTED CONTRACT

RFP NO. 04-094 Stage II
PURCHASE ORDER NO. 084935

Cambie-Richmond Water Supply Crossing Seismic Upgrade
Detailed Design
for the Engineering and Construction Department (GVWD)

1. Name of Contractor: Golder Associates Ltd.
2. Date Contract Reported: February 2006
3. Original Value of Contract: $175,728.24
4. Amendment Number: 02
5. Value of Amendment: $183,184.96
6. Amendment Type: Additional Work
   (includes value of previously reported Amendment No. 01 in the amount of $100,360.65)
8. Previous Amendment Explanation: (Reported to Finance Committee February 2006)

   Amendment No. 01 covered additional consulting services related primarily to preparation of an
   archaeological assessment report required by the North Fraser Port Authority.

9. Budget Status:

   The total approved budget for this project is $5 Million of which this contract forms a part. The
   current commitments and expenditures to date are $2.5 Million and the estimated cost at
   completion is $5 Million.

10. Reason for Amendment to Contract:

    To cover additional design services and construction/post-construction engineering services
    which were contemplated in the RFP but not included at the time of award.
AMENDMENT TO A PREVIOUSLY REPORTED CONTRACT

RFP NO. 05-019 Stage 2
PURCHASE ORDER NO. 087883

Lulu Island WWTP Stage 4 Phase 2 Expansion Project
Engineering Services
for the Engineering and Construction Department (GVS&DD)

1. Name of Contractor: CH2M Hill Canada Limited
2. Date Contract Reported: September 2005
3. Original Reported Value of Contract: $616,021.47
4. Amendment Number: 02
5. Value of Amendment: $2,277,066.56
6. Amendment Type: Additional Work
7. Total Amended Value of Contract: $3,129,377.88
   (includes value of previously reported Amendment No. 01 in the amount of $236,289.85)
8. Previous Amendment Explanation: (Reported to Finance Committee October 2006)
   Amendment No. 01 covered additional work related to revised siting of the 4th trickling filter and
design changes due to new Building Code requirements.
9. Budget Status:
   The total approved budget for this project is $27.1 Million of which this contract forms a part. The
current commitments and expenditures to date are $19.1 Million and the estimated cost at
completion is $24.1 Million.
10. Reason for Amendment to Contract:
    To cover Construction Engineering Services that were contemplated in the RFP but not included
    at the time of award.
AMENDMENT TO A PREVIOUSLY REPORTED CONTRACT

TENDER NO. 04-049
PURCHASE ORDER NO. 081961

Building Operations Contractor at 4330 Kingsway
for the **Corporate Services Department – Building Operations Division (GVWD)**

1. Name of Contractor: Canem West Operations Inc.
2. Date Contract Reported: September 2004
3. Original Reported Value of Contract: $500,000.00 (over 3 years)
4. Amendment Number: 01
5. Value of Amendment: $361,265.00 (over 2 years)
6. Amendment Type: Contract Extension
7. Total Amended Value of Contract: $861,265.00 (over 5 years)
8. Budget Status:
   This is a multi year contract funded within the operation budget for the program.
9. Reason for Amendment to Contract:
   To extend the contract for an additional two years from June 2007 to June 2009 as allowed for in the tender.
   This is a unit rate contract and the amended value is an estimate only.
<table>
<thead>
<tr>
<th>Tender/RFP</th>
<th>Date Closed</th>
<th>Estimated Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>RFP No. 06-115 Design, Build, and Implement the Regulation and Enforcement Integrated Software Solution</td>
<td>January 30, 2007</td>
<td>$250,000.00</td>
</tr>
<tr>
<td>RFP No. 06-116 Waste Management Software Replacement</td>
<td>February 8, 2007</td>
<td>$600,000.00</td>
</tr>
<tr>
<td>RFP No. 07-042 Welding Inspection Services</td>
<td>April 5, 2007</td>
<td>$500,000.00 (over 2 years)</td>
</tr>
<tr>
<td>RFP No. 07-012 Supply and Install One (1) New Stationary Compactor – North Shore Transfer Station</td>
<td>April 17, 2007</td>
<td>$1.4 Million</td>
</tr>
<tr>
<td>RFP No. 07-062 Consulting Engineering Services Related to the Seismic Assessment of the Haney Mains Nos. 2 and 3 – Pitt River Crossing</td>
<td>May 8, 2007</td>
<td>$270,000.00</td>
</tr>
<tr>
<td>RFP No. 07-069 Supply and Delivery of Liquid Oxygen</td>
<td>May 15, 2007</td>
<td>$1.8 Million (over 3 years)</td>
</tr>
<tr>
<td>ITT No. 07-019 Boundary Road Main No. 5 and Douglas Road Main No. 2 Supply and Delivery of Butterfly Valves and Multi Orifice Plate Valves</td>
<td>May 29, 2007</td>
<td>$1,725,000.00</td>
</tr>
<tr>
<td>RFP No. 07-057 Annacis Island Wastewater Treatment Plant SHS and SBS Disinfection System – Engineering Services</td>
<td>June 7, 2007</td>
<td>$840,000.00</td>
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<tr>
<td>RFP No. 07-071 External Audit Services</td>
<td>June 12, 2007</td>
<td>$675,000.00 (over 5 years)</td>
</tr>
<tr>
<td>ITT No. 07-077 Operation of a CFC Recovery Program</td>
<td>June 12, 2007</td>
<td>$1.3 Million (over 5 years)</td>
</tr>
<tr>
<td>ITT No. 07-064 Supply and Delivery of One (1) New 2007/2008 Vacuum Truck</td>
<td>June 19, 2007</td>
<td>$400,000.00</td>
</tr>
</tbody>
</table>
Current Open Tender/Proposal Calls
for
Contracts Anticipated to be Valued at Greater than $250,000

<table>
<thead>
<tr>
<th>Tender/RFP</th>
<th>Closing Date</th>
<th>Estimated Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>ITT No. 07-029</td>
<td>June 28, 2007</td>
<td>$13 Million</td>
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<tr>
<td>Installation of Boundary Road Main No. 5 – Phase 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RFP No. 07-095</td>
<td>July 5, 2007</td>
<td>$375,000.00 (over 5 years)</td>
</tr>
<tr>
<td>Library Subscription Services</td>
<td></td>
<td></td>
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