Climate Action Plan 2.0 (2026-2028)

Towards a future-ready, resilient transportation network

October 2026

TRANSLINK

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A Message from our CEO

Every day, people across Metro Vancouver rely on TransLink to get to work, school, local businesses, and the places that matter to them most. In an evolving region and changing climate, it's our responsibility to keep everyone moving reliably, safely, and affordably. That means making practical decisions today that help protect service for customers, strengthen our infrastructure, and keep the region's transportation network strong for the future.

At the same time, progress must be practical, responsible, and carefully sequenced. Transitioning to a zero-emissions fleet remains part of our long-term direction and our broader goal of net-zero operations by 2050, guided by a disciplined approach that balances emissions reduction targets with service reliability, cost efficiency, and responsible use of public resources.

For customers and communities, this work means fewer disruptions, stronger connections to jobs and services, and a transportation system that can better respond to everyday pressures, unexpected events, and the region's changing needs.

Our work so far has already produced meaningful results. We met our target to reduce corporate greenhouse gas emissions by 45 per cent from 2010 levels five years early, achieving a 47 per cent reduction in 2025. We've also strengthened emergency planning, advanced flood protection for at-risk facilities, and invested in service and infrastructure that help make transit more reliable.

The actions underway as part of Climate Action Plan 2.0 will help us manage financial and operational risks, strengthen our infrastructure and operations, continue lowering our emissions, and work with partners on the funding and energy solutions needed for the future.

This work is ongoing, and it will require continued focus as our region evolves. TransLink will continue making practical, forward-looking decisions that protect the services people rely on today and prepare the system for tomorrow.

Kevin Quinn

CEO, TransLink

Land Acknowledgement

TransLink acknowledges the Indigenous Peoples for their stewardship of the land from time immemorial and respects all First Nations, Inuit, and Métis Peoples who call this area home. TransLink recognizes that in planning and managing the region's transportation system we have a role to play in supporting reconciliation.

Note: we acknowledge that the word resilient for Indigenous Peoples encompasses their efforts to remain a distinct culture, whereas in this document, resilient is defined as the capacity of TransLink's infrastructure and operations to prepare for, avoid, absorb, recover from, and adapt to the impacts caused by our changing climate.

Executive Summary

TransLink is dedicated to creating and sustaining a transportation system that meets the needs of customers, residents, businesses, and goods movers in a way that supports the economic and social objectives of the region. We are working to make sure people can rely on the transit network to get to their jobs, schools, and wherever else they need to be while striving to improve sustainability in the communities we serve.

Public transportation is one of the most effective ways to reduce transportation emissions while improving access to housing, employment, healthcare and education. By providing reliable, affordable and accessible alternatives to driving, transit also helps reduce congestion, emissions and social inequities.

Transport 2050, TransLink's Regional Transportation Strategy, sets out a vision for a connected and sustainable Metro Vancouver, including expanding convenient transportation options and ensuring transit is reliable, affordable, safe and comfortable.

Supporting these priorities is the continued growth of lower-carbon and zero-emission transportation options, including SkyTrain, the electric trolley bus network and an expanding battery-electric bus fleet. While expanding sustainable transportation choices remains TransLink's most significant contribution to regional climate goals, this Plan focuses on the actions TransLink is taking to reduce emissions and advance climate action within its own operations.

In 2022, TransLink's Board of Directors and Mayors' Council for Regional Transportation endorsed TransLink's first Climate Action Strategy and Plan. Aligned with T2050, the strategy set a vision to "create a climate-resilient and net-zero public transportation system" and established the following goals:

- Reduce greenhouse gas (GHG) emissions by 45 per cent from 2010 levels by 2030
- Achieve net zero emissions by 2050
- Ensure our infrastructure and operations are resilient to the impacts of climate change

These goals aim to reduce our impact on nature while safeguarding transit infrastructure from the impacts of extreme heat, flooding, and storms, and building resilient, cost-efficient frameworks to respond to disruptions in real time.

Since 2010, TransLink has reduced its corporate GHGs by 47 per cent — reaching our 2030 target five years early. This major milestone is highlighted in the 2025 TransLink Accountability Report, which outlines the organization's annual sustainability and financial performance.

TransLink was able to reach this target early mainly through the purchase and use of renewable fuels. The use of hydrogenation-derived renewable diesel (HDRD) in the diesel and hybrid diesel-electric bus fleet, and the purchase of renewable natural gas

(RNG) to offset emissions from the natural gas fleet play a critical – and cost-effective – transition role in rapidly reducing TransLink's fuel life cycle emissions.

In its transformation to battery-electric buses (BEBs), TransLink has installed 26 chargers at the Hamilton Transit Centre (HTC) and three on-route chargers; and progressed design and construction of the Marpole Transit Centre (MTC) and redesign of the Port Coquitlam Transit Centre (PTC) to prepare for 350 and 124 battery electric buses (BEBs), respectively. Currently, 22 BEBs are delivering daily service from HTC, having travelled more than 1.75 million kms, and having availability and reliability performance on par with CNG and hybrid-diesel buses. Financial analysis completed in 2025-26 confirmed that battery-electric buses provide the most favourable total cost of ownership compared with other propulsion technologies for both 40' and 60' buses, reinforcing the business case for an electric bus fleet.

With the business case for an electric bus fleet reaffirmed, TransLink has updated its plans for a zero-emissions bus fleet to align with our goal of net-zero by 2050 while also working within current fiscal, resource, and infrastructure constraints. This revised timeline aligns fleet transformation with infrastructure delivery, funding availability, operational readiness, and the need to continue expanding bus service in a growing region.

To ensure our infrastructure and operations are resilient to the impacts of climate change, we confirmed that all of our bus depots (four) located on flood plains are fully protected against a 1-in-500-year flood event, and have the storm water management systems in place to manage extreme rainfall events. In addition, we've continued to enhance and update our emergency management, and business continuity plans to address extreme heat, wildfires, flood and strong winds.

We are proud to have progressed all actions in the 2022-2025 Climate Action Plan (CAP):

- 39 of the 48 (81 per cent) actions are either completed (11) or on track (28)
- Five actions (11 per cent) are delayed but progressing
- Four actions (8 per cent) are closed (combined with other actions)

A full update on the status of the 48 actions can be found in the Resource section of our 2025 Accountability Report and in Appendix 2 of this document.

This Climate Action Plan 2.0 for 2026-2028 focuses on actions that will enhance our infrastructure and operational resilience, prepare ourselves for extreme weather events, and continue bus electrification all while ensuring we are managing the financial, and operational risks of climate change. All the planned actions are funded and already underway. It continues our broader commitment to a sustainable and resilient region, while continuing to meet our legal and regulatory frameworks[1].

[1] South Coast British Columbia Transportation Authority Act, section 3.0
TransLink's Regional Transportation Strategy Transport 2050 (T2050)
TransLink Sustainability Policy
TransLink Sustainability Framework

Introduction

TransLink plays a critical role in advancing sustainable transportation, helping people and businesses in the region get to work, school, or wherever else they need to be while reducing their impact on the environment. Investing in active transportation (walking, cycling, or rolling), expanding transit service, and making goods movement more efficient are just some of the ways we are working to create a more sustainable transportation system that moves people through the region efficiently and cost-effectively.

With over 240 million journeys in 2025, TransLink is a key partner delivering reliable, safe, comfortable and affordable transportation in the region. Delivering these services is one of the most important ways TransLink can support a cleaner, more resilient region for future generations. Over the past three years we have:

- Continued progress on our **Broadway Subway and Surrey Langley SkyTrain Projects** which will extend our electric light rail passenger service by 5.7 and 16 kilometres respectively.
- Begun rolling out the **largest bus service expansion since 2018** to relieve overcrowding and introduce new and improved routes that address growth and access gaps – by **adding service** to the R1 RapidBus, 321, 501, and **preparing these corridors for Bus Rapid Transit.**
- Worked collaboratively with **First Nations to extend bus routes and improve schedules to** scə waθən məsteyəxw (Tsawwassen First Nation) Treaty lands and interim measures for service closer to q̓ic̓əy̓ (Katzie First Nation) reserve lands.
- Completed nine Bus Speed and Reliability projects aimed at **reducing delays** for customers and bus operations.
- Launched the **2026-2030 Customer Experience (CX) Action Plan** – our roadmap for delivering a better transit experience across Metro Vancouver.
- Grew the **Transit Friendly Employer Program**, enabling 56 organizations to provide transit subsidies to over 14,500 employees, making it easier for people to leave their cars behind.
- Successfully launched and concluded a pilot for **RideLink**, our first app enabling pilot participants to plan, book and pay for multimodal journeys using transit, carsharing and bikesharing services.
- With local governments, **streamlined regional truck standards** to improve the efficiency and consistency of goods movement in the region.
- Continued to support the expansion and safe use of the **880-kilometre Major Bikeway Network.**
- Continued **TravelSmart4Kids Strategy**, encouraging future generations to use active, sustainable transportation modes.

Metro Vancouver's Regional Growth Strategy: Metro 2050
Metro Vancouver's Regional Climate Strategy: Climate 2050, and Clean Air Plan
The Province of British Columbia's CleanBC Roadmap
The Government of Canada's Net Zero Accountability Act, 2020 Climate Change Plan, and its commitment under the 2015 Paris Agreement

- In partnership with BC Hydro, launched two new electric vehicle **(EV) fast charging hubs** at Park & Ride locations in Port Coquitlam and South Surrey, enabling up to 38 EVs to charge at once.
- Broke ground on our **first mixed-use housing development** at Arbutus and Broadway, leveraging TransLink-owned land to advance transit-oriented development.

TransLink's 2025 Accountability Report has more details on these efforts. Our efforts to support regional GHG reductions are outlined in Transport 2050 as well as in our Sustainability Framework.

Our Changing Climate

Climate change is a reality we must continue to navigate.

Each decade since the 1980s has been warmer than the previous one; the past eleven years have been the hottest on record. The climate is changing faster than projected, and we have seen the impacts of this change in our region, whether it be flooding, extreme heat, or wildfire smoke. The earth, our home – the only one we have – is no longer like it used to be.

The World Meteorological Organization confirms that 2025 was one of the three warmest years on record, continuing an 11-year streak[2]. The global average surface temperature was 1.44°C (with a margin of uncertainty of +/- 0.13 °C) above the 1850-1900 average. This was slightly down from 2024, when global temperatures exceeded the 1.5 °C threshold for warming established by the Paris Agreement.

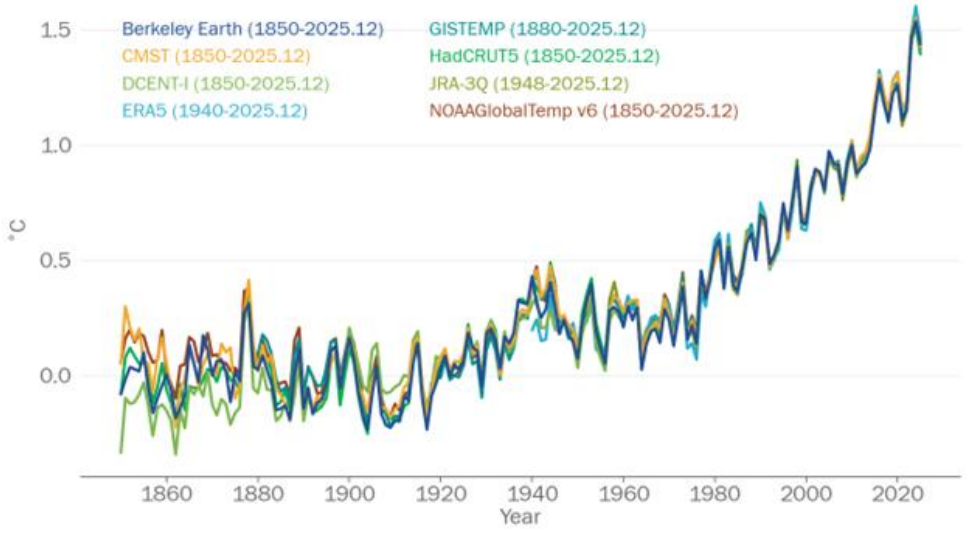

Figure 1. Annual global mean temperature anomalies relative to the 1850-1900 average shown from 1850 to 2025 for eight datasets as shown in the legend[2].

[2] World Meteorological Organization. (2026, January 14). *WMO confirms 2025 was one of warmest years on record*. URL: WMO confirms 2025 was one of warmest years on record. Retrieved January 30, 2026.

While these extraordinary temperatures are driven by a variety of factors (e.g., unusually warm ocean waters, strong El Niño in 2024, La Niña in 2025), they are exacerbated by the fact that total CO_2 emissions – the sum of fossil and land-use change emissions – have continued to grow over the past decade (0.3% per year), compared to the previous decade (1.9% per year). The remaining carbon budget to limit global warming to 1.5°C is 170 billion tonnes of CO_2, equivalent to four years at 2025 emissions level.[3]

As the planet gets warmer, extreme weather events are becoming more frequent here in British Columbia and around the globe. The impacts of projected climate change and associated events on our infrastructure – whether highways, bridges, or transit facilities – are real and can have disruptive effects on the day-to-day lives of our customers. It's important that TransLink plans for the possibility of these extreme weather events to minimize disruptions to our network.

Risks

We use "Climate Projections for Metro Vancouver (2016)"[4] to guide the development of our climate adaptation plans. Climate change poses several key risks to our region and to TransLink, which are primarily driven by:

- Increasing mean annual temperatures, extreme heatwaves and drought
- Increasing heavy rainfall and level of freshet flooding
- Increasing frequency of wildfires and interface (urban-nature) fires
- Sea level rise
- Increasing high winds and snowstorm events

The consequences of these changes are that we could experience:

- Impacts on the health and safety of staff and customers
- Flooding of critical transit assets, causing service and operational disruptions
- Impacts on the regional economy, health and society
- Increases of financial costs for emergency response and recovery, as well as maintaining, replacing and adapting assets and operations
- Decreases in transit ridership, walking and cycling, as people avoid intense heat/heavy rain, and shift to using personal vehicles or staying at home

For more information on regional and provincial climate change projections and impacts see:

- ClimateData.ca
- Metro Vancouver Climate Projections
- Resilience Pathways
- Pacific Climate Impacts Consortium

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[3] Global Carbon Budget, University of Exeter. (2025, November 13). *Fossil fuel CO2 emissions hit record high in 2025.* URL: https://globalcarbonbudget.org/fossil-fuel-co2-emissions-hit-record-high-in-2025/. Retrieved February 2, 2026.

[4] Climate Projections For Metro Vancouver

About TransLink

TransLink (officially known as the South Coast British Columbia Transportation Authority) was created in 1999 to serve the Metro Vancouver region. We are one of North America's first integrated, multimodal transportation authorities.

We plan, fund, operate and manage a regional transportation network that moves people and goods, and supports the regional growth strategy, provincial and regional environmental and emission reduction objectives, and the economic development of the transportation service region. This includes across modes, including walking, biking, rolling, transit and driving, as well as for goods movement.

We operate transit in the Metro Vancouver region, delivering our services through contractors and our operating companies and subsidiaries, such as Coast Mountain Bus Company (CMBC), British Columbia Rapid Transit Company Ltd. (BCRTC), Transit Security Management Ltd. (the employer of Transit Police service employees), and West Coast Express Ltd (WCE). Our contracted services include HandyDART (Transdev), community shuttles (Transdev operates shuttles on Bowen Island and Keolis operates shuttles in Langley), and West Vancouver Blue Bus (District of West Vancouver), and we work closely with ProTrans BC, concessionaire for Canada Line.

Our regional transit system spans 21 municipalities, as well as the Tsawwassen First Nation and Electoral Area 'A' (the unincorporated areas of the regional district), with a total population of over 3 million people and a service area of more than 1,800 square kilometres. In 2025, we had over 396 million boardings on our transit system, with nearly one-third of the region's population using our services.

For more information about TransLink see our 2025 Accountability Report, and About Us on our website.

Our Climate Action Plan 2.0 (2026-2028)

In 2022, TransLink's Board of Directors and the Mayors' Council endorsed our corporate Climate Action Strategy (CAS) and Climate Action Plan (CAP), committing TransLink and its Operating Companies to the following goals:

- Reduce greenhouse gas (GHG) emissions by 45% from 2010 levels by 2030;
- Achieve net zero emissions by 2050; and,
- Ensure our infrastructure and operations are resilient to the impacts of climate change.

These three goals remain the same, and Appendix 2 provides a status update on the progress made from 2023 through 2025.

For the next three years, this updated Plan will guide TransLink's work on infrastructure and operational resilience, and continued reduction of our corporate GHG emissions. We maintain our focus on six key initiatives (Figure 2) with 31 supporting actions that are funded or in progress.

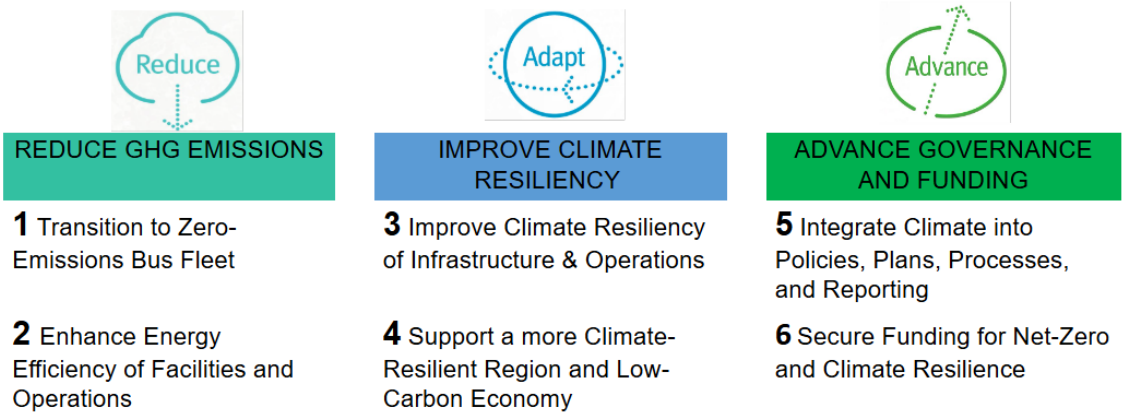

Figure 2. Six key initiatives under the three climate action pillars for TransLink's Climate Action Plan 2.0.

Pillar 1: Reduce GHG Emissions

TransLink's goal is to be net-zero by 2050. We already provide all-electric, zero-tailpipe emissions through our SkyTrain and electric trolleybus services. More than two thirds of all passenger kilometres travelled on our transit network in 2025 were on these zero-emissions modes.

TransLink has also made significant progress in reducing our GHG emissions. We are proud that in 2025, we lowered our emissions 47 per cent below our 2010 baseline, largely due to:

- The purchase and use of renewable diesel (produced from organic wastes) to fuel our diesel and hybrid-diesel buses at five out of six bus depots;
- The purchase of renewable natural gas (RNG) to offset emissions for 100 per cent of our natural gas bus fleet; and

- The expansion of our battery electric bus (BEB) fleet to 22 delivering over 1.7 million kilometres of service.

As battery-electric buses continue to prove reliable in daily service, fleet electrification is increasingly providing business, customer, and operational benefits, alongside emissions-reductions.

Despite these achievements, the largest corporate GHG emissions continue to be from our bus fleet at eighty-seven per cent, with the remaining 13 per cent coming from facility operations. Agencies around the globe are transforming their bus fleets to electric. A global clean energy transition is underway, and the electrification of transportation is at the forefront. TransLink's financial analysis (2025-26) and insights from peer agencies show that BEBs are more energy efficient, with reduced fuel/energy costs compared to internal combustion engine buses, making electrification a positive financial business case. Environmental and health benefits – which were the major drivers to zero emissions five years ago – remain important co-benefits of this work.

We've subsequently aligned bus transformation with our goal of net-zero by 2050. This enables us to manage electrification within current financial and operational constraints, while identifying opportunities to support future bus service expansion in the region. This timeline also gives TransLink greater flexibility to respond to evolving technologies, improvements in battery performance, and lessons learned from BEB operations as the Marpole and Port Coquitlam Transit Centre projects come online, supporting 350 and 124 BEBs respectively. With BEBs currently delivering daily service, travelling more than 1.75 million kilometres, and performing on par with CNG and hybrid-diesel buses for availability and reliability, our fleet transformation and electrification also support the Operational Reliability pillar of TransLink's Customer Experience Plan (2026-2030).

Measures taken to transform our bus fleet to electric not only reduce our GHG emissions, but also deliver the following co-benefits:

- Improved regional air quality and human health outcomes
- Improved employee health and comfort
- Quieter rider experience and improved customer comfort
- Quieter streets, neighbourhoods, and communities

While getting to net-zero with our fleet emissions by 2050 is our focus, we continue to reduce emissions from our facilities. Actions for both strategies are noted below.

Strategy 1: Transition to Zero-Emission Bus Fleet

#	Action	Lead	2026	2027	2028
1.1	Complete **expansion of the compressed natural gas bus fleet** to 413 buses	CMBC	X		
1.2	Continue to replace diesel bus fleet with **battery-electric buses** by 2050.	CMBC	X	X	X
1.3	Continue construction of **Marpole and Port Coquitlam Transit Centres** for BEBs (300+ and 120+ BEBs respectively) with completion expected 2029 and 2028/2029, respectively.	TransLink	X	X	X
1.4	Explore, test, and analyze innovative **low- and zero-carbon technologies, business models and digital solutions** (e.g., charging as a service) and adopt those based on optimum total cost of ownership and life cycle environmental impact	CMBC & TransLink	X	X	X
1.5	Update our internal **Zero-Emission Playbook, Annual Fleet Plans, and Bus Facilities Strategic Plans** (internal documents)	CMBC & TransLink	X	X	X
1.6	Continue to **purchase renewable diesel (HDRD) and renewable natural gas** for our diesel, hybrid diesel and CNG fleet if financially feasible	TransLink & CMBC	X	X	X

Strategy 2: Enhance Energy Efficiency of Facilities and Operations

#	Action	Lead	2026	2027	2028
2.1	Continue to evaluate and transition to **low carbon and renewable energy solutions** (e.g., solar, battery) to reach net-zero emissions facilities (and fleet) by 2050	CMBC & BCRTC	X	X	X
2.2	Continue **energy conservation and efficiency projects** in SkyTrain and bus operations and facilities (e.g., controls, lighting, charge management)	CMBC & BCRTC	X	X	X

Pillar 2: Improve Climate Resiliency

For TransLink, climate resilience means protecting the reliability of the transportation network that people, businesses, goods movers, and communities depend on every day. By identifying risks early and integrating them into business continuity, asset management, and capital planning, TransLink can reduce disruption, avoid future costs, and maintain safe, reliable service during extreme weather events.

As part of this work, we will continue to learn about our climate-related risks and develop policies and procedures to integrate climate and other enterprise risks into our business processes. From 2024 to 2025, TransLink completed several flood risk and vulnerability studies, examining four transit centres and one bridge. The transit centre risk assessments, modelled against a hypothetical 1-in-500-year flood event and "high" to "very high" climate scenarios (SSP3-7.0 and SSP5-8.5), found that these assets are not at immediate risk of flooding. However, under these scenarios, two facilities would become isolated if surrounding roads were flooded. To manage this risk and support service continuity, flood risk is being integrated into the business continuity plans for these transit centres.

TransLink has established an internal working group to provide guidance and direction across the enterprise to ensure our critical infrastructure and operations are prepared for future climate change impacts and other disasters. Our focus will be on the resiliency of physical assets to flood, seismic and extreme heat events (our highest risks), and will expand in scope as future resources permit.

Planning for these risks now can help avoid higher emergency response, repair, replacement, and service disruption costs in the future. Several of the planned actions, such as building design guidelines and risk assessments, also support actions under TransLink's Customer Experience Plan (2026-2030).

TransLink also continues to work with partners in the region and internationally to advance resilience and integrate Indigenous knowledge in climate action.

Strategy 3: Improve Climate Resilience of Infrastructure & Operations

#	Action	Lead	2026	2027	2028
3.1	Implement **flood risk management plans** and develop **a service response strategy** for key power **substation** assets (Sapperton, New Westminster, Scott Road)	BCRTC	X	X	X
3.2	Integrate **flood risk into business continuity plans for key transit centres** (Vancouver, Hamilton, Richmond, Port Coquitlam)	CMBC	X	X	X
3.3	Complete risk assessments for TransLink **Bridge Assets** (Golden Ears Bridge, SkyBridge, and Canada Line Bike and	TransLink	X	X	X

#	Action	Lead	2026	2027	2028
	Pedestrian Bridge) and develop risk management plans				
3.4	Secure budget and implement slope stabilization measures for **Grandview Cut** (VCC-Clark SkyTrain)	BCRTC	X	X	X
3.5	Confirm scope and initiate Risk and Vulnerability Assessment on **SkyTrain tunnels**	BCRTC	X		
3.6	Revise **Transit Passenger Facility (TPF) Design Guidelines** (2011) with strategies for climate change adaptation and net-zero GHG emissions	TransLink	X	X	X
3.7	Develop a **Transit Operations Facility and Infrastructure Design Guideline** for major renovations and construction projects with strategies for climate change adaptation and net-zero GHG emissions	TransLink	X	X	X
3.8	Conduct a system-wide, **hazard risk and vulnerability study inclusive of all key hazards**	TransLink		X	X
3.9	Monitor regional **climate change projections** and notify the enterprise of any changes	TransLink	X	X	X
3.10	Transition to **air conditioning on all buses** by 2031 (extended from 2028)	CMBC	X	X	X

Strategy 4: Support a more Climate-Resilient Region and Low-Carbon Economy

#	Action	Lead	2026	2027	2028
4.1	Work with local **First Nations** on initiatives in our Climate Action Plan to support Indigenous climate knowledge coexistence, knowledge generation, and meaningful integration of Indigenous perspectives	TransLink	X	X	X
4.2	Engage and **contribute to climate adaptation and resilience planning** by Metro Vancouver, First Nations, regional partners, utilities and the Province of British Columbia.	TransLink	X	X	X
4.3	Support the **advancement of best practices in climate adaptation and resilience planning and policy** through the American Public Transportation Association (APTA) and the International Association of Public Transportation (UITP)	TransLink	X	X	X
4.4	Install **Public EV Charging Stations**	TransLink	X	X	X

Pillar 3: Advance Governance & Funding

To reduce our contribution to global greenhouse gas emissions and become more climate resilient, we continue to support and implement climate policies, plans and processes, and obtain the needed funding to accomplish our goals.

Strategy 5: Integrate Climate into Policies, Plans, Processes, and Reporting

#	Action	Lead	2026	2027	2028
5.1	Develop and incorporate **energy, total cost of ownership/life cycle costing, environmental performance, and/or climate risk** into capital asset management processes and investment decision-making (including embedding in procurement evaluation / analysis as applicable)	TransLink	X	X	X
5.2	Develop and implement an **Energy Metering Standard** to maximize carbon credit revenue and improve energy management practices	TransLink	X	X	
5.3	Continue to monitor, document, and report on **Climate Action Plan 2.0 annual progress** via TransLink's Accountability Report and the Board's Finance and Audit Committee	TransLink	X	X	X
5.4	Develop **Resilience and Climate Action Plan 3.0 (2028-2031)** in alignment with Regional Transportation Strategy (T2050) update	TransLink			X
5.5	Develop & implement **an Enterprise Resilience Program** that incorporates climate change, seismic risk, emergency management, business continuity management and future financial and operational risks	TransLink		X	X
5.6	Provide staff with information on **climate change**, their role in climate action, and how TransLink is responding to the climate emergency through such measures as on-line climate learning (MyLearn), Green Team Employee Resource Group, New Employee Onboarding	TransLink	X	X	X

Strategy 6: Secure Funding for Net Zero and Climate Resilience

#	Action	Lead	2026	2027	2028
6.1	Work in partnership with **energy providers** to enable a financially feasible transition to net-zero operations	TransLink	X	X	X
6.2	Implement **Carbon Revenue Program** to maximize earnings from carbon credits	TransLink	X	X	X
6.3	Update the **Green Bond Framework** to improve criteria for selecting projects, and allocating proceeds of Green Bonds	TransLink	X		

The Future

Progress on CAP 2.0 will be reported annually to the TransLink Board's Finance and Audit Committee and disclosed publicly in our Accountability Report. TransLink is planning a full revision of the Climate Action Plan in 2028 to align with the updating of the Regional Transportation Strategy (Transport 2050) to create a more cohesive, regional and corporate strategy on how, together, we can create a more resilient and sustainable transportation system for our region.

Capstan
Canada Line

Appendix 1: Definitions

(Definitions are based on industry standards and adjusted to reflect the scope of TransLink's Climate Action Plan)

Term	Description
Adaptation	Anticipating, planning for, and responding to the adverse effects of climate change and taking appropriate action to prevent or minimize the damage it can cause, or to take advantage of opportunities that may arise.
Asset	Individual component of TransLink's infrastructure or operations; examples include buildings, buses, light rail guideway, SeaBuses, or trains.
Climate Change	A persistent, long-term change in the state of the climate, measured by changes in the mean state and/or its variability. Climate change may be due to natural internal processes, natural external forcings such as volcanic eruptions and modulations of the solar cycle, or to persistent anthropogenic changes in the composition of the atmosphere or in land use.
Extreme Weather Events	Significant anomalies in temperature, precipitation, and winds that can manifest as heavy precipitation and flooding, heatwaves, drought, wildfires, and windstorms.
Impact	The consequences of realized risks on ecosystems, economies, infrastructure and communities – and more specifically, on TransLink's customers, employees, and/or services. Impacts may be referred to as consequences or outcomes and can be adverse or beneficial.
Interface fire	Where fire spreads from natural fuels such as trees and grasses to human-made structures
Hazard	A natural or human-induced physical event that may have adverse effects on exposed and vulnerable elements (assets).

Net-zero	Greenhouse gas emissions and removal due to human activities are in balance; at TransLink, this includes its corporate Scope 1 and 2 emissions.
Resilience	The capacity to prepare for, avoid, absorb, recover, and adapt to the effects of shocks and stresses in an efficient manner through the preservation, restoration, and adaptation of essential services and functions.
Risk	A potential action or event that could adversely affect the achievement of TransLink's objectives if it occurs or does not occur; measured as a combination of likelihood of occurrence of the event (or of failure of occurrence of the event), and impact (consequence) if it does occur (or fails to occur).
Risk assessment	An analysis used to determine the risk a hazard poses to a system(s) or asset(s).
Vulnerability	The degree to which a system is susceptible to, or unable to cope with, adverse effects of climate change, including climate variability and extremes.

Appendix 2: Climate Action Plan (2023-2025) Status

LEGEND

Green – On Track Action proceeding as planned	**Yellow – Delayed but progressing**	**White – Completed** Action is finished; next steps are planned or initiated	**Black – Closed** Merged with other actions

Strategy 1: Implement Low-carbon Fleet Strategy

	Action	Year	Status
1.1	Expand the compressed natural gas (CNG) bus fleet to 383, replacing 84 diesel buses. Use renewable natural gas for 100% of the CNG fleet.	2024	
1.2	Replace 34% of the diesel bus fleet with 462 battery-electric buses and redevelop/build new transit centres and charging infrastructure in Marpole, Hamilton, Port Coquitlam, and Burnaby.	2030	
1.3	Complete feasibility study on charging infrastructure for a zero-emissions, battery-electric next-generation SeaBus.	2022	
1.4	Explore, test, and analyze emerging innovative low- and zero-carbon technologies/fuels (e.g., electric, hybrid, fuel cell, gondola, renewable fuels) and adopt those based on optimum total cost of ownership and life cycle environmental impact.	2023 - 2025+	
1.5	Regularly (two- to three-year cycle) review and refine the Low-carbon Fleet Strategy to guide the transition to zero-emission buses, Community Shuttles, HandyDART, West Coast Express, SeaBus, and non-revenue fleet vehicles, along with associated investment planning.	2023	

Strategy 2: Develop Net Zero Facilities Strategy

	Action	Year	Status
2.1	Develop a Net Zero Facilities Strategy and implementation plan based on the Facilities Renewable Energy Plan and planned facility renewal or expansion.	2024	●
2.2	Explore, test, and analyze emerging innovative net-zero facility technologies, systems, and materials (e.g., heat pumps, renewable fuels, passive design, solar) and adopt those based on optimum total cost of ownership and life cycle environmental impact.	2030	●
2.3	Regularly refine – on a two- to three-year cycle – the Net Zero Facilities Strategy to guide the transition to net-zero facilities, along with associated investment planning.	2022	●

Strategy 3: Develop Climate Change Adaptation and Resiliency Roadmap

	Action	Year	Status
3.1	Complete risk and vulnerability assessment and develop a Flood Risk Management and Service Response Strategy for key transit centre assets (Vancouver Transit Centre Year 1, followed by Hamilton Transit Centre, Richmond Transit Centre, and Port Coquitlam Transit Centre in future years). Engage municipal partners, landowners, Indigenous Peoples, and utilities as required.	2023-2025+	○
3.2	Complete risk and vulnerability assessment and develop a Flood Risk Management and Service Response Strategy for key power substation assets (Sapperton in Year 1, followed by New Westminster and Scott Road in future years). Engage municipal partners, landowners, Indigenous Peoples, and utilities as required.	2023-2025+	●
3.3	Complete risk and vulnerability assessment and develop a Flood Risk Management and Service Response Strategy for Waterfront Road and West Coast Express Mission layover yard. Engage municipal partners, landowners,	2024-2025+	○

	Indigenous Peoples, and utilities as required.		
3.4	Complete climate change risk and vulnerability assessment and develop Risk Management Plans for TransLink bridge assets (Knight Street Bridge in Year 1, followed by Golden Ears Bridge, Westham Island Bridge, SkyBridge, and Canada Line Bridge in future years) and inform municipal partners, landowners, and Indigenous Peoples on findings.	2023-2025+	●
3.5	Engage City of Vancouver and CPKC Rail to confirm risk[12], vulnerability, and potential slope stabilization projects for Grandview Cut (VCC-Clark SkyTrain) and rail line between Waterfront Station and Mission (WCE).	2024	●
3.6	Conduct risk and vulnerability assessment and develop tunnel ventilation systems to manage increasing summer temperature, heat waves, and fire risk.	2024	●
3.7	Confirm scope and conduct risk and vulnerability assessment on SkyTrain guideway infrastructure and flood risk assessment on SkyTrain tunnels.	2025+	●
3.8	Integrate climate change adaptation into revision of Asset Management Policy and future Strategic Asset Management Plan.	2023	○
3.9	Incorporate climate change risk and hazard data into enterprise Geographic Information System for use by relevant departments.	2025+	●
3.10	Revise next version of Transit Passenger Facility Design Guidelines (2011) with strategies for climate change adaptation and net zero GHG emissions.	2025+	●
3.11	Develop a Transit Operations Facility and Infrastructure Climate Adaptation Design Guidelines for major renovations and new construction projects that are generally over $50 million.	2025+	●
3.12	Monitor regional climate change projections and notify the enterprise of any changes.	2023-2025+	●
3.13	Integrate climate change projections into planned CMBC Site Utilities Assessment.	2023	○
3.14	Develop and implement a process for tracking and evaluating service disruptions due to climate changes (e.g., severe weather events.)	2024	○
3.15	Establish maintenance/operations procedures for snow/ice response for battery-electric bus charging infrastructure and bus pantographs.	2025+	●

3.16	Review and revise bus service/bus continuity plans (due to severe weather events).	2023	○
3.17	Research efficacy and feasibility of personal cooling technology and provided uniform specifications for frontline staff to reduce risk of employee heat stress while maintaining functionality and protection from other hazards; implement for future contracts or employee apparel/point system.	2023-2025+	●
3.18	Confirm scope and conduct risk and vulnerability assessment on SkyTrain guideway infrastructure (split from #3.6)	2025+	●

Strategy 4: Support a More Climate-Resilient Region and Low-carbon Economy

	Action	Year	Status
4.1	Work with Indigenous Peoples on collective approaches to climate knowledge coexistence, knowledge generation, and decision-making.	2023-2025+	●
4.2	Continue to collaborate with regional provincial and private sector partners on integrated adaptation and resilience planning across infrastructure systems.	2023-2025+	●
4.3	Share knowledge with and gain insights from peers on climate change impacts, adaptation, and resiliency planning.	2024-2025+	●
4.4	Work with our suppliers and partners to test and evaluate zero-emissions technologies and resilient infrastructure solutions for fleet and facilities.	2023-2025+	
4.5	Integrate climate change adaptation considerations into the planned review of municipal funding programs, by considering adaptation planning and projects (e.g., culvert resizing, tree canopies).	2024	○
4.6	Revise next version of Transit-Oriented Communities Design Guidelines (2012) with strategies for climate change resilience.	2025+	●
4.7	Develop an enterprise Customer and Community Cooling Corridor and Tree Canopy Policy and Program.	2024	●
4.8	Create Multi-Modal Safe Travel Planning Resources for use by customers prior to and during extreme weather	2024	●

	events/transit disruptions.		

Strategy 5: Develop and Implement supporting Climate Policies, Plans, and Processes

	Action	Year	Status
5.1	Develop and implement a Climate Action Policy and include Scope 1, 2, and 3 emissions.	2023	○
5.2	Implement a Sustainable Procurement Plan and Policy that incorporates TransLink's priorities associated with climate change adaptation and mitigation.	2023	○
5.3	Integrate climate change adaptation and mitigation considerations into capital planning, asset management, strategic sourcing, project delivery, and operations and maintenance practices and processes.	2023-2025+	●
5.4	Investigate an internal carbon price to guide project decision-making and strengthen business cases for low-carbon projects and investments.	2023	●
5.5	Continue to apply total cost of ownership and life cycle impact principles in business case, capital planning, financial analysis, and project decision-making.	2023-2025+	●
5.6	Continue to monitor, document, and report progress via TransLink's annual Accountability Reports.	2023-2025+	●
5.7	Biennially review and update Climate Action Strategy with operating companies, regional partners, and Indigenous communities.	2025+	●
5.8	Continue to leverage TravelSmart expertise to encourage sustainable commuting practices with employees.	2023-2025+	●

Strategy 6: Enhance Climate Education and Communication

	Action	Year	Status
6.1	Regularly engage and communicate with key stakeholders, regional partners, and Indigenous communities to strengthen climate mitigation and adaptation efforts and raise awareness of climate impacts of the region's transportation systems.	2023-2025+	●

6.2	Engage marginalized, disproportionately impacted communities and integrate equity into our climate action planning.	2023-2025+	
6.3	Provide staff with climate change information, including how TransLink is responding and their role in climate action.	2023-2025+	
6.4	Develop change management and training plans as needed for implementation of actions.	2023-2025+	

Strategy 7: Secure Funding for Net Zero and Climate Resilience

	Action	Year	Status
7.1	Work in partnership with the Mayors' Council and provincial and federal governments to support TransLink's transition to net zero operations, including the next Investment Plan.	2023-2025+	
7.2	Work in partnership with energy and fuel providers to enable financially feasible transition to net zero operations.	2023-2025+	
7.3	Continue to explore other funding programs, revenue sources, and business opportunities to support our climate goals.	2023-2025+	