

**JOINT MEETING OF THE TRANSLINK BOARD AND
THE MAYORS' COUNCIL ON REGIONAL TRANSPORTATION
PUBLIC MEETING**

AGENDA

April 30, 2025
9:00 – 10:30 am

Metro Vancouver Boardroom, 28th Floor, Metrotower III, 4515 Central Blvd., Burnaby, BC
Via Videoconference (live streamed to the TransLink YouTube Channel) – [YouTube](#)

1. Welcome and Opening Items
2. Public Delegations
3. 2025 Investment Plan Consultation Results
4. 2025 – 2034 Investment Plan
5. TransLink Board Motions
 - 5.1. 2025 – 2034 Investment Plan
6. Mayors' Council Motions
 - 6.1. 2025 – 2024 Investment Plan
7. TransLink Board Motions
 - 7.1. 2025 Property Tax and 2025 Replacement Tax Bylaw
8. Conclusion of the Joint TransLink Board and Mayors' Council on Regional Transportation Public Meeting

TO: TransLink Board of Directors & Mayors' Council on Regional Transportation

FROM: Steve Vanagas, VP Customer Communications & Public Affairs

DATE: April 25, 2025

SUBJECT: 2025 Investment Plan Consultation Results

PROPOSED RESOLUTION:

That the Board of Directors and Mayors' Council receive the results of public and stakeholder consultation for the 2025 Investment Plan.

EXECUTIVE SUMMARY

TransLink has prepared a 2025 Investment Plan that includes estimated expenditures, anticipated revenues, and projected borrowing for the period 2025-2034. Prior to adopting an Investment Plan, TransLink is required to consult persons or organizations that will be affected by the plan.

This memo provides a summary of consultation activities related to the 2025 Investment Plan including the activities and opportunities for engagement that have been provided, as well as a summary of engagement outcomes.

PURPOSE

The purpose of this report is to provide a summary of consultation activities and feedback we received through the engagement related to the 2025 Investment Plan.

BACKGROUND

TransLink has prepared a 2025 Investment Plan to address the structural deficit and begin advancing the *Access for Everyone* plan.

Through its governing legislation, TransLink must consult the public on the proposed revenues and expenditures in an Investment Plan and provide opportunities to consult with the public, municipalities and other governments, and any other persons or organizations that will be affected by the Plan.

Occurring in parallel with public engagement activities, other engagement audiences included key regional stakeholders, municipalities and other levels of government, including Metro Vancouver Regional District, and First Nations.

The consultation took place for a two-week period from April 10 to April 24, 2025.

DISCUSSION

TransLink follows standards and best practices for public engagement (consultation) identified by the International Association for Public Participation (IAP2), which identifies a spectrum comprising five levels of engagement: Inform, Consult, Involve, Collaborate, and Empower.

A significant level of public engagement has already occurred in defining regional ideas and priorities for the system through *Transport 2050* and the 10-Year Priorities (now *Access for Everyone*). These have been the most significant engagement efforts TransLink has ever conducted.

Public engagement on the 2025 Investment Plan occurred primarily at the **Inform** and **Consult** portion of the engagement spectrum:

	Inform	Consult
Public Participation Goal	To provide the public with balanced and objective information to assist them in understanding the problems, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decision
Promise to the Public	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.

The **Inform** level of engagement means that TransLink fulfills its obligation to fully apprise the public and stakeholders, and aid in understanding the issues and proposed solution. As subsequent engagement to the 10-Year Priorities, TransLink has heard what the region wants and now it is making investments in those priorities. TransLink will be informing the public particularly on how it is making those investments and what's in it for them.

The **Consult** level of engagement means that there are mechanisms in place (such as feedback form, project email address, and voicemail options) for stakeholders and public to provide meaningful feedback on the Investment Plan.

ENGAGEMENT GOALS

The engagement supports the following goals:

- to educate and inform about TransLink's investment planning process;
- to provide objective information about the issues being faced and the solutions being presented;
- to provide an avenue for public feedback; and
- to help ensure that investments are included in the plan that will have maximum benefit to the region.

ENGAGEMENT CONTENT

The following identifies which areas of the 2025 Investment Plan TransLink informed the public on during the engagement period, as well as the questions we asked:

What TransLink engaged on	What TransLink asked
<p>2025 Investment Plan</p> <p><i>Deficit:</i></p> <ul style="list-style-type: none"> Address the structural deficit to ensure funding for current operations <p><i>Expansion investments:</i></p> <ul style="list-style-type: none"> Expanded service to address overcrowding- including HandyDART, the FTN, capacity on West Coast Express, service to industrial lands Seasonal service to regional parks and beaches Preparations for Bus Rapid Transit Street maintenance for all modes- including bus priority infrastructure, active transportation, increase to municipal contributions <p><i>Additional funding from:</i></p> <ul style="list-style-type: none"> YVR AddFare Property Tax Transit Fares Off-street parking tax Contributions from senior governments 	<p>Q: Have we presented the information about the 2025 Investment Plan in a way that is clear to understand? (Likert scale)</p> <p>Q: Please share any comments you'd like to offer on the 2025 Investment Plan (open field)</p>

Consultation Process

During the development of the *2025 Investment Plan*, TransLink met the statutory requirements for consultation through the following activities and tactics:

- Inviting and capturing public feedback through an online feedback form, with promotion on TransLink's web page on social media channels, and the Buzzer Blog (distributed to 140,000 people).
- Developing a detailed [Discussion Guide](#) to facilitate the public's understanding of the *2025 Investment Plan*.
- Translating a two-page Investment Plan Discussion Guide summary in Traditional Chinese, Simplified Chinese, and Punjabi.
- Hosting the feedback form, discussion guide, and related documents on the translinklistens.ca online portal.
- Providing a project voicemail inbox (778-375-7377) for those without internet access to both share their feedback and ask questions.
- Providing a dedicated email inbox to receive comments InvestmentPlan@translink.ca.
- Issuing a Media Info Bulletin to promote engagement.

- Providing information to regional organizations that span post-secondary student unions, boards of trade/chambers of commerce, seniors' networks, and newcomer organizations to distribute to their members.
- Engaging by direct invitation the members of TransLink's Access Transit Users' Advisory Committee, and the HandyDART Users' Advisory Committee.
- Providing information and inviting feedback on the draft 2025 Investment Plan to the Metro Vancouver Board of Directors, including an in-person presentation.
- Providing updates to the Regional Transportation Advisory Council (RTAC), a forum for Metro Vancouver local governments and agencies with a transportation-related mandate.
- Holding meetings on proposed investments and funding sources with the TransLink Board of Directors and the Mayors' Council on Regional Transportation.

Additional Engagement Tactics

Tactic	Details	Target Audience
Key Stakeholder emails	Information emails to encourage stakeholders to participate in engagement, including an offer have a phone call/teams call/meeting to discuss proposal and implications on April 10th	Representatives from key stakeholder groups e.g.: municipal transportation advisory groups; community organizations; transportation stakeholder groups; accessibility groups; other equity-denied groups, organizations supporting newly arrived immigrants and other English language learners; and PSIs and youth-focused groups.
Elected Official Notification	<ul style="list-style-type: none"> • Email informing all local elected officials and MLAs of the engagement sent on April 10th • Provided high level subregional messaging upon request. 	Municipal and Provincial Elected Officials
Informing First Nations	<ul style="list-style-type: none"> • Sent email notification to 10 Local First Nations regarding TL 2025 Investment Plan on April 10th. 	10 First Nations including: <ul style="list-style-type: none"> • Tsawwassen First Nation • Kwantlen First Nation • Musqueam • Squamish Nation • Tsleil-Waututh Nation • Kwikwetlem First Nation • Qayqayt First Nation • Semiahmoo First Nation • Katzie First Nation • Matsqui First Nation
Metro Vancouver Regional	<ul style="list-style-type: none"> • Provided the MV Board of Directors with a letter on April 10th to invite 	Metro Vancouver Board of Directors

District	their response by the end of the 14-day engagement period. <ul style="list-style-type: none"> Presented to the MV Board of Directors. 	
Vancouver International Airport Authority (YVR)	<ul style="list-style-type: none"> Informed YVR of proposed YVR AddFare tariff changes, required by legislation 	YVR senior management

What we heard

During the two-week engagement period, feedback on the TransLink Listens page included:

- **2827** site visits - **Aware** visitors who viewed the project web page
- **1057 Informed** visitors (downloaded a document, visited multiple project pages, contributed to a tool)
- **370 Engaged** visitors- participated in the **survey**
- **319 comments provided**

Discussion Guide downloads:

- the complete Discussion Guide was downloaded **382** times
- English version of the two-page summary guide was downloaded **356** times
- Punjabi translation of the two-page summary guide had **9** downloads
- Simplified Chinese translation of the two-page summary guide had **15** downloads
- Traditional Chinese translation of the two-page summary guide had **10** downloads

Other feedback received included:

- **5** comments received through dedicated email inbox InvestmentPlan@translink.ca
- **2** voicemail comments received through dedicated project phone line

TransLink received **21** written submissions (see attachment) from external organizations.

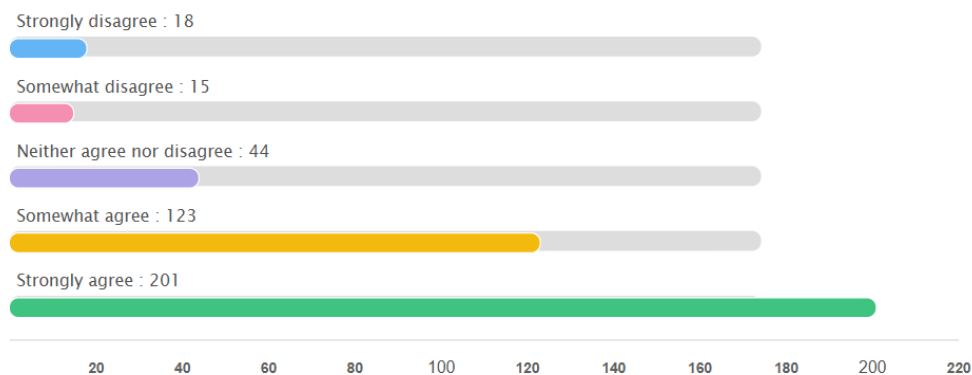
Submissions received are from:

- | | |
|---|--|
| <ul style="list-style-type: none"> • HUB Cycling • Greater Vancouver Board of Trade • BC Non-profit Housing Association / Co-op Housing Federation of BC • Cloverdale District Chamber of Commerce • North Vancouver Chamber of Commerce • PCI Developments • Moving in a Livable Region/ SFU Morris J. Wosk Centre for Dialogue • Progressive Intercultural Community Services Society • Vancouver Coastal Health | <ul style="list-style-type: none"> • Council of Senior Citizens' Organizations of BC • Simon Fraser University • British Columbia Institute of Technology • Langley Chamber of Commerce • Tri-Cities Chamber of Commerce • Destination Vancouver • Inclusion Langley Society • Kwantlen Polytechnic University • Richmond Chamber of Commerce • Surrey Board of Trade • BC Poverty Coalition • Pacific Autism Family Network |
|---|--|

Survey Feedback

We asked survey respondents to tell us about their experience with learning about the components of the Investment Plan. We asked their level of agreement with the statement: **The 2025 Investment Plan information is presented in a way that's easy to understand.**

Level of agreement



From the sample of 401 responses, 80.8% or more than 8 in 10 respondents either somewhat or strongly agreed that the information provided about the Investment Plan was readily understood.

Analysis of Comments

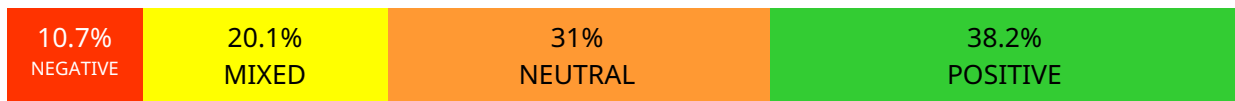
Respondents were asked if they had any specific comments they wanted to share about the 2025 Investment Plan. The following are the top themes derived from 319 public comments received:

Topic/Theme	Comments
Transit Access and Equity Concerns	Desire expressed for the system to equitably serve all communities and demographics, including some of our most vulnerable.
Support for Bus Service and Maintaining Access	There is strong support for preserving bus routes and ensuring continued access to transit for daily needs like commuting and for vulnerable sectors of the population.
Need for Public Funding to Improve Transit Access	These comments advocate for ongoing and reliable public investment in transit infrastructure, particularly from Provincial and Federal levels.
General Need for Transit Improvements	Comments reflect broad calls for better public transit, notably in Vancouver, South of Fraser and the North Shore.
Cost and Fare Affordability Issues	Maintaining affordability is a key concern, with feedback highlighting worries about fare increases and financial accessibility.

Sustainable and Climate-Friendly Transportation	Respondents want transit investments to align with climate goals and reduce reliance on cars.
Positive Sentiment on Transit Proposals	Many respondents shared general support for the proposals and expressed optimism about future improvements.
Regional Connections and Service Integration	Comments in this group focus on better linking transit services across cities and improving coordination between modes.
Long-Term Planning and Investment Priorities	Focus on the need for forward-looking planning and smart investments to meet future transportation needs.
Service Frequency and Scheduling	Respondents want more frequent and reliable service, with specific mentions of shorter wait times and better scheduling.

Overall Sentiment of Comments

While many comments contained a mix of both positive, neutral and negative aspects, we were able to parse the overall sentiment of comments in the following ranges:



Attachment 1: Written submissions



**GREATER VANCOUVER
BOARD OF TRADE**

Greater Vancouver Board of Trade
World Trade Centre
400 – 999 Canada Place
Vancouver, B.C. Canada V6C 3E1
T. 604-681-2111 F. 604-681-0437
E. contactus@boardoftrade.com
boardoftrade.com

President and CEO
Bridgitte Anderson, ICD.D

**2024-25
Board Executive**

Walter Pela	Chair
Stuart Louie	Senior Vice-Chair
Diana Vuong, CPA, CA	Vice-Chair and Finance and Audit Committee Chair
Martin Thibodeau	Vice-Chair
Jodi Evans	Secretary-Treasurer
Brad Eshleman	Policy Council Chair
Jugy Sihota-Chahil	Immediate Past Chair
Jennifer Foster	Member at Large
Susannah Pierce	Member at Large
Mindy Wight	Member at Large

**2024-25
Board of Directors**

Katherine Angus	Roberto Aquilini
Christine Bergeron	Colin Bosa
Christian Chia	Roger Dall'Antonia
Edoardo de Martin	Peter Dhillon
Richard Eppich	Terry Hui
Miranda Lam, K.C.	Stephen Lee
Michele Matthews	Jennifer McCarron
Dr. Gail Murphy	James Prescott
Tracy Redies, ICD.D	Mike Rusch
Lorne Segal, O.B.C.	Anna Stukas
Kay Wong-Alafriz	Peter Xotta
Kathryn Young	Dr. Jeff Zabudsky

Council of Governors

2022 - 23	Radha Curpen
2021 - 22	Kirsten Sutton, ICD.D
2020 - 21	Brent Cameron
2019 - 20	Kari Yuers
2018 - 19	Lori Mathison
2017 - 18	Anne Giardini, o.c., o.b.c., o.c.
2016 - 17	Robin Silvester, ICD.D
2015 - 16	Tim Manning, o.b.c.
2014 - 15	Hon. Janet Austin, o.b.c.
2013 - 14	Elio Luongo
2012 - 13	Ken Martin
2011 - 12	Wendy Lisogar-Cocchia, o.b.c.
2010 - 11	Jason McLean
2009 - 10	Sue Paish, o.c.
2008 - 09	Dr. Don Rix, c.m., o.b.c.
2007 - 08	Henry K.S. Lee
2006 - 07	Frank Borowicz, o.c.
2005 - 06	Daniel F. Muzyka
2004 - 05	Graeme A.G. Stamp
2003 - 04	Jeff Dowle
2002 - 03	Peter Legge, o.b.c.
2001 - 02	Carole Taylor, o.c., o.b.c.
2000 - 01	Harri Jansson
1999 - 2000	T. Richard Turner
1998 - 99	A. Allan Skidmore
1997 - 98	Robert A. Fairweather
1996 - 97	Brandt C. Louie, o.b.c.
1995 - 96	Wayne A. Nygren
1994 - 95	Jill Bodkin
1993 - 94	George F. Gaffney
1992 - 93	Iain J. Harris
1991 - 92	David G. McLean, o.b.c., U.D., F.I.C.D.
1990 - 91	R. T. Stewart
1989 - 90	W. B. McDonald, c.m.
1988 - 89	Larry I. Bell, o.b.c.
1987 - 88	Peter H. Hebb
1986 - 87	Bob Kadlec
1985 - 86	Graham Clarke
1984 - 85	Arthur Hara, o.c.
	Allen. M. Fowlis

April 14, 2025

Mayors' Council
Metro Vancouver,
Metrotower III, 4515 Central Blvd,
Burnaby, BC
Sent via email to all members of the Mayors' Council

RE: GVBOT on Transit Funding

Dear Mayors' Council Members,

On behalf of the Greater Vancouver Board of Trade, we would like to share our perspectives on the importance of establishing long-term, sustainable solutions for our transit system—an essential pillar in supporting workforce mobility and connecting people to jobs and opportunity across the region.

Connectivity is the backbone of a healthy, productive economy. Whether you live in the heart of Downtown or in the suburbs, reliable transit is crucial for ensuring that our workforce can get to their jobs and that our businesses can thrive. In Greater Vancouver, TransLink is a vital engine driving this connectivity. Every day, it serves 430,000 people across the region, helping them get to work, connect with their communities, and engage in economic activities that keep our region moving.

But as our population grows, so too does the pressure on our transit system. Demand is rising, and with it, the need for stronger regional connectivity and expanded service. The Greater Vancouver Board of Trade's [Benchmarking Greater Vancouver report](#) highlighted that we currently rank 11th out of 20 peer cities for urban mobility. Alarming, access to rapid transit outside of our central areas is declining faster than in the core. Without the necessary funding, these statistics will only get worse.

The agreement to invest [\\$312 million](#) in TransLink over the next three years, as part of the [2025 Investment Plan](#), is a welcome and necessary first step toward addressing the region's transit funding shortfall and supporting the public transit system critical to economic growth and workforce mobility. Importantly, this plan includes three new and enhanced routes to key employment areas in Campbell Heights, Gloucester, and Tilbury – major industrial business centers that have long needed stronger transit links. Expanding transit access to these industrial lands will make it easier for people to reach job opportunities and help businesses attract and retain the talent they need to succeed.

We are pleased to see progress on securing funding for TransLink to service the region, ensuring that people will continue to have access to the transit services they rely on everyday. TransLink is facing an annual funding gap of nearly [\\$600 million](#), and while this injection of support offers much-needed relief to help maintain service levels, keep the region connected, and enable modest service expansion in the near term, more is needed

This is just the beginning. Reliable service, modest growth, and affordability in transit are the foundation of a resilient, inclusive, and future-ready region. As we look ahead, we must find a permanent funding solution that focuses on building a transit system that is efficient, high-quality, and sustainable for the long-term.

Thank you for your leadership and continued support in helping keep our region connected and moving forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Bridgitte", with a long, sweeping horizontal line extending to the right.

Bridgitte Anderson
President and Chief Executive Officer
Greater Vancouver Board of Trade

April 15th 2025

To the Mayors' Council on Regional Transportation and TransLink's Board of Directors

RE: 2025 Investment Plan

On behalf of the North Vancouver Chamber of Commerce, I am writing to express our support for the 2025 Investment Plan, particularly the proposed extension of the R2 RapidBus service from Phibbs Exchange to Metrotown.

The North Vancouver Chamber of Commerce represents a diverse and vibrant business community. We have long recognized the need for an efficient and reliable transportation network to and across the North Shore that is supported by affordable and efficient public transit. Congestion on the North Shore is the top issue choking our economy and preventing a workforce from across Metro Vancouver from accessing family-supporting jobs on the North Shore. We believe that fast, frequent, and reliable public transit options are a key solution to resolving this longstanding issue and unlocking economic opportunity for all.

Specifically, I want to highlight the R2 RapidBus extension to Metrotown. In our view, the R2 RapidBus extension is a critical project that will significantly improve connectivity between residents across Metro Van and the many well paying jobs they fill on the North Shore. This new, all day, fast and frequent connection is an important first step towards Bus Rapid Transit which we support. This extension will facilitate more efficient workforce commutes, as well as movement of people and goods to and across the north shore.

We also support TransLink's proposed investment in maintaining and expanding local transit services. An 8% service increase across the North Shore will help alleviate overcrowding and provide better access to our businesses. Workforce access via Phibbs Exchange, to Harbourside, to Grouse Mountain, and more will help remove some of the barriers created between good jobs and employees who would like to access them.

Keeping our roads in good condition to support the movement of people and goods is essential for North Vancouver businesses. We are pleased to see the continued investment in the Local Government Funding programs. Specifically, we want to highlight our support for the additional investment in the Major Road Network pavement rehabilitation program. The 70% annual funding increase to all municipalities will ensure that goods continue to flow from our port to our businesses and the rest of the region.

We commend TransLink for its commitment to addressing the transportation needs of our region through the 2025 Investment Plan. The North Vancouver Chamber of Commerce is keen to see the positive impacts of the R2 RapidBus extension and the other proposed investments.

We look forward to continuing our relationship with TransLink to support initiatives that help move our communities and drive the economic prosperity of the Metro Vancouver area. Thank you for your commitment to improving our regional transportation system.

We support the approval and implementation of the 2025 Investment Plan to keep the North Vancouver business and non-profit community strong, and the region as a whole moving.

Should you wish to discuss this further, please contact me at 604.987.4488 or patrick@nvchamber.ca

Sincerely,



Patrick Stafford-Smith MBA, B.Eng.
CEO, North Vancouver Chamber



BRITISH COLUMBIA
INSTITUTE OF TECHNOLOGY

3700 Willingdon Avenue
Burnaby, British Columbia
Canada V5G 3H2

bcit.ca

April 16, 2025

TransLink
400-287 Nelson's Court
New Westminster, BC
V3L 0E7

To the Mayors' Council on Regional Transportation and TransLink's Board of Directors

On behalf of the British Columbia Institute of Technology (BCIT), I am writing to **express our strong support for TransLink's 2025 Investment Plan**. As an institution dedicated to providing high-quality education and fostering innovation, we recognize the critical role that efficient and sustainable transportation plays in the growth and development of our community.

BCIT, established in 1964, is a public polytechnic post-secondary institute with five campuses located in the Metro Vancouver region, including Burnaby, Richmond, North Vancouver, Vancouver, and Delta. We offer practical, flexible, applied education with instructors who have direct, hands-on experience in their fields. Our 300+ programs span various disciplines such as engineering, business, health sciences, computing, and trades, serving over 43,000 students.

BCIT is particularly excited about the potential for increased connectivity between our campuses and key transit hubs. Quality, affordable, and reliable public transportation is essential for our students and employees, so we are glad to see local service improvements for those living across the region. Specifically, over 7,500 of BCIT students live south of the Fraser – a 48% increase from just two years ago – along with over 500 employees. The proposed service increases in this area will help our current and prospective students connect to their educational opportunities.

For our Burnaby campus, **we enthusiastically support the R2 RapidBus Extension to Metrotown.** The Burnaby campus, located at 3700 Willingdon Avenue, is the largest BCIT campus and home to hundreds of specialized learning spaces, including classrooms, shops, labs, simulators, broadcast studios, green roofs, energy grids, forests, and waterways. This campus serves a diverse student body, providing them with state-of-the-art facilities and resources to support their educational journey.

The R2 Extension will provide a direct express, all day, everyday connection between Burnaby and the North Shore, **significantly improving transit options for our students and employees.** We are grateful that TransLink has recognized the need to upgrade the existing 222 Willingdon Express. TransLink's RapidBus service, known for its high frequency and

reliability, will enhance connectivity and reduce travel times, making it easier for our community to access educational and employment opportunities.

This will facilitate easier access for our students, many of whom rely on public transportation for their daily commutes. In 2019, prior to the pandemic, 7,493 BCIT students eligible for the U-Pass program took 3.34 million trips. The availability of reliable transit services and the U-Pass have helped reduce BCIT's greenhouse gas emissions by over 58,000 tonnes of CO₂ equivalent since 2011, thus bringing us closer to our goal of becoming greenhouse gas neutral.

We believe that TransLink's 2025 Investment Plan will have a profound positive impact on the Metro Vancouver region by stabilizing the public transit system our students and staff rely on, enhancing the quality of life for residents and supporting the region's economic growth. BCIT is proud to stand with TransLink in this endeavor and looks forward to the successful implementation of these initiatives.

Thank you for your dedication to improving public transportation and for considering the needs of educational institutions like BCIT. We are eager to collaborate and support TransLink in achieving its vision for a more connected and sustainable future.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeff Zabudsky', with a stylized flourish at the end.

Dr. Jeff Zabudsky, President

cc: Burnaby Mayor and Council via mayor@burnaby.ca



April 16, 2025

Mayors' Council on Regional Transportation

c/o Mayor Brad West, Chair
400 – 287 Nelson's Court
New Westminster, BC V3L 0E7

Dear Chair West and members of the Mayors' Council,

RE: Support for Translink's proposed 2025 Investment Plan

On behalf of the BC Non-Profit Housing Association and the Co-operative Housing Federation of BC, we are writing to express our strong support for TransLink's proposed 2025 Investment Plan.

Our organizations collectively represent more than 1,000 non-profit and co-operative housing providers across British Columbia. Together, we work to ensure that all British Columbians — regardless of income — have access to safe, secure, and affordable housing. Reliable, accessible, and affordable public transit is a cornerstone of that vision. It connects people to their jobs, education, community services, and social networks — all of which are essential to housing stability and community well-being.

The 2025 Investment Plan will significantly expand bus service, reduce overcrowding, and advance key projects that directly benefit the communities our members serve. Highlights that are especially impactful for non-profit and co-operative housing residents include:

- **The largest increase in bus service since 2018**, including service improvements on up to 50 routes, many of which serve transit-oriented and equity-priority communities;
- **40 new or improved routes** that will expand access to neighbourhoods currently underserved by transit — often the same communities where affordable housing is concentrated or growing;
- **Design of three new Bus Rapid Transit (BRT) corridors** that will support more efficient, high-capacity transit service; and
- **Expanded HandyDART service**, improving mobility for seniors and people with disabilities — a vital consideration in many of our housing communities.

We are especially encouraged that these benefits could begin reaching residents as early as September 2025. As affordable housing developments continue to grow in size and number across the region, the need for equitable and responsive transit infrastructure has never been greater.

We also recognize the importance of financial sustainability. The proposed plan responsibly addresses TransLink's structural deficit — stabilizing the system through 2027 and setting the foundation for long-term service growth — while keeping fare and tax changes reasonable and proportional. This kind of planning is critical to maintaining the trust and support of residents, many of whom are already balancing significant cost-of-living pressures.



As Housing Central partners, we believe that housing and transit investments must go hand-in-hand. Transit makes affordable housing truly livable. It is a strategic investment in affordability, equity, climate resilience, and economic opportunity — values that we know members of the Mayors' Council share.

We urge the Mayors' Council to approve and implement the 2025 Investment Plan. Your leadership in moving this plan forward will directly benefit thousands of people who live in non-profit and co-op housing and will help us all build a more inclusive, connected region.

Sincerely,

A handwritten signature in black ink, appearing to read "Thom Armstrong", written over a light blue horizontal line.

Thom Armstrong
Chief Executive Officer
Co-op Housing Federation of BC
Phone: 604-868-8952
Email: tarmstrong@chf.bc.ca

A handwritten signature in black ink, appearing to read "Jill Atkey", written over a light blue horizontal line.

Jill Atkey
Chief Executive Officer
BC Non-Profit Housing Association
Phone: 778-867-8159
Email: jill@bcnpha.ca



Council of Senior Citizens' Organizations of BC

Representing seniors in British Columbia since 1950

www.coscobc.org

April 16, 2025

Chair Brad West
Mayors' Council on Regional Transportation
400 – 287 Nelson's Court
New Westminster, BC V3L 0E7

Dear Mayor West,

Re: Support for Translink's 2025 Investment Plan

On behalf of the Council of Senior Citizens' Organizations of BC (COSCO BC), representing over 80,000 seniors through our 70 affiliated organizations, we express our strong support for TransLink's proposed 2025 Investment Plan. This plan is a significant step toward creating an inclusive and accessible transportation system that meets the diverse needs of older adults across our province.

COSCO BC has long advocated for policies that enable seniors to remain active, independent, and fully engaged in their communities. Accessible and reliable public transit is fundamental to this mission, as it connects seniors to essential services, social networks, and opportunities for civic participation.

We are particularly encouraged by the plan's commitment to expanding HandyDART services, addressing the growing demand for specialized transportation among seniors and individuals with disabilities. The proposed increase in HandyDART trips will significantly enhance mobility for those who rely on these services for essential social connections to their communities including health care appointments and critical social and well-being activities. Access to HandyDART averts social isolation and thereby reduces demands on our health care system.

Furthermore, the plan's focus on improving bus services, including the addition of 40 new or enhanced routes and the design of three Bus Rapid Transit (BRT) corridors, will greatly benefit seniors by providing more efficient and accessible transit options. These improvements are essential for reducing social isolation and promoting active aging.

President • Leslie Gaudette • 604-630-4201 • pres@coscobc.org
PO Box 26036, RPO Langley Mall, Langley, BC, V3A 8J2

We also acknowledge the plan's efforts to ensure financial sustainability through a balanced approach to funding, including modest fare adjustments and increased support from the provincial government. These measures are crucial for maintaining and expanding transit services that seniors depend on. We do appreciate that the structural financial problem remains, and that more funding will be required in future from other sources to ensure long-term stability.

In conclusion, COSCO urges the Mayors' Council to approve and implement the 2025 Investment Plan. We will continue to work with Translink and others to ensure the best possible transit options are available for older adults in this province. By investing in accessible and reliable public transportation, we can create age-friendly communities that support the health, well-being, and independence of seniors throughout British Columbia.

Sincerely,

Leslie Gaudette

President

April 16, 2025

TransLink
400-287 Nelson's Court
New Westminster, BC

Re: TransLink 2025 Investment Plan

To whom it may concern,

I write as President & CEO of Destination Vancouver, at the behest of our many tourism and hospitality partners, to share our support of TransLink's proposed investment plan to address their current funding shortfall.

Public transportation is more than a means of travel; it connects communities, supports sustainability, and helps reduce environmental impact. TransLink embodies these values, serving as the connective tissue that unites our region's 22 diverse municipalities.

TransLink plays a critical role in Vancouver's tourism infrastructure. Whether visitors arrive at Vancouver International Airport or the cruise terminal at Canada Place, their first impressions of our city are often shaped by their experience with our transit system. In 2024, total ridership of the Canada Line to and from YVR was 3.7 million—just one data point that demonstrates the importance of transit to the region's transportation network.

Implementing this thoughtful and strategic investment plan will be essential to ensuring TransLink's remains financially viable and able to meet the growing needs of the region.

Destination Vancouver works closely with organizers of major global events to bring them to our city. TransLink's integrated and accessible network—which includes one of the world's longest fully automated light metro systems and approximately 250 local bus routes—is a key part of those conversations. Our transit system consistently stands out as a major benefit when we promote Vancouver.

It is my pleasure to add our organization's voice in strong support of our partner TransLink and the investment plan they have put forward.

Yours sincerely,



Royce Chwin
President & CEO
Destination Vancouver

April 16, 2025

Re: TransLink's proposed 2025 Investment Plan

We want to express HUB Cycling's strong support for the proposed multi-modal transportation mandate as part of the 2025 Investment Plan. HUB Cycling also applauds TransLink's recognition of its responsibility to support reconciliation with Indigenous Peoples through its role in planning and managing the region's transportation system.

HUB Cycling supports the extension of local government funding programs that invest in walking, biking, rolling, and road safety infrastructure. Continuing this funding through key programs like WITT, BICCS, MRN-B, and MRN-S is a vital step toward building safer, more connected communities. To truly create a resilient and inclusive transportation system, active transportation must be prioritized. Investing in accessible sidewalks, bike networks, and safety upgrades not only supports healthier, low-carbon travel options but also strengthens connections to transit and helps communities adapt to the impacts of climate change.

Looking ahead, HUB Cycling strongly advocates that TransLink must continue to prioritize the completion of the Major Bikeway Network with traffic-separated routes. Building out this 450 km network is essential to "#UngapTheMap" and empower hundreds of thousands of Metro Vancouver residents interested in cycling for transportation, but currently lack safe, connected, and intuitive routes. This investment aligns with TransLink's vision of making active transportation the most convenient choice for shorter trips. The demand for cycling has never been greater, driven by rising gas prices, worsening traffic congestion, affordability concerns, health and lifestyle goals, and the growing urgency of the climate crisis. At the same time, the widespread adoption of e-bikes is transforming what's possible: flattening hills, extending range, and making cycling more accessible for people of all ages and abilities. A well-connected, traffic-separated Major Bikeway Network will unlock this demand and accelerate the shift to healthier, more sustainable transportation.

HUB Cycling supports TransLink's focus on expanding bus service, improving access to underserved areas, and advancing RapidBus and Bus Rapid Transit (BRT) projects. We're encouraged by the commitment in these plans to active transportation and road infrastructure that benefits all users. Shared investment from all beneficiaries, including government partners, ensures the region can meet growing transportation needs while supporting long-term sustainability and prosperity.

HUB Cycling strongly supports the plan to prepare for Bus Rapid Transit by advancing design work on key corridors and extending the R2 RapidBus from Phibbs Exchange to Metrotown. To ensure BRT reaches its full potential, active transportation must be integrated into planning from the start. This includes safe and convenient first- and last-mile connections, and secure bike parking at key stops and stations. We're also encouraged by increased bus service on future BRT corridors like the R1, 321, and 501, which will help build ridership and support a seamless, multimodal transportation network.

We especially welcome the increased funding for active transportation infrastructure and road safety initiatives, as well as the essential support for maintaining and rehabilitating the Major Road Network. Ongoing maintenance is critical to ensuring that walking and cycling routes remain safe, accessible, and comfortable year-round. This investment will help local governments meet rising costs while supporting healthier, more sustainable transportation options across the region.

HUB Cycling supports the proposed service improvements that expand transit access to transit-oriented communities, industrial employment areas, underserved neighbourhoods, and regional parks. These investments will improve access to jobs, nature, and essential services while reducing overcrowding and enhancing comfort for all riders. We're also pleased to see increased frequency on key routes, expanded HandyDART service, and added capacity on the West Coast Express—critical steps toward a more inclusive and connected regional transportation system.

HUB Cycling strongly supports the proposed 70 per cent increase in funding for pavement rehabilitation on the Major Road Network. By providing nearly an extra \$50 million annually to local governments, TransLink is taking a crucial step to ensure that our region's busiest transit corridors remain safe, reliable, and efficient—not only for personal vehicle travel but also for the movement of goods and the critical bus services that connect our communities. This strategic investment addresses growing maintenance challenges and underscores a commitment to resilient transportation infrastructure that benefits all road users.

This bold vision will create a more livable, healthy, and connected region—thank you for your leadership. We look forward to working together to create a transportation network where active and sustainable transportation is a central pillar of our future.

Sincerely,

Mairin Shields-Brown and Leanna Grimes

Co-Chairs, Regional Advisory Committee, HUB Cycling

HUB Cycling is a not-for-profit charitable organization working to make cycling safer and more accessible for everyone across Metro Vancouver. Through education, community engagement, research and advocacy, HUB connects people to cycling, improves infrastructure, and promotes sustainable transportation. Learn more at bikehub.ca

April 16, 2025

Mayor Brad West
Chair, Mayors' Council on Regional Transportation
c/o TransLink
400 – 287 Nelson's Court
New Westminster, BC V3L 0E7

Dear Mayor West,

On behalf of PCI Developments, I am writing to express our strong support for the 2025 Investment Plan under consideration by the Mayors' Council and TransLink. As a company with a long-standing commitment to building complete, connected, and transit-oriented communities across Metro Vancouver, we believe this plan is essential to the region's continued growth and livability.

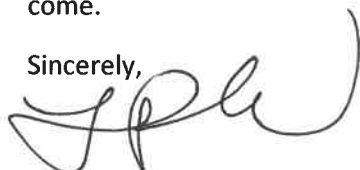
Since our founding in 1982, PCI has been focused on developments that align with major transit investments. From Marine Gateway and King George Hub to our ongoing work at 601 West Hastings and future mixed-use projects, we have seen firsthand how effective public transit can transform neighbourhoods, support housing and job growth, and foster inclusive, walkable communities.

We also know that reliable transit is now more important than ever. Metro Vancouver continues to grow, and the demand for efficient, high-capacity, and integrated transportation options is only increasing. In areas like Surrey—where we have invested in a dynamic hub of office, retail, and residential development—transit services are already experiencing severe overcrowding. Without continued investment, these pressures will only intensify, limiting mobility and diminishing the potential of otherwise vibrant urban centres.

The 2025 Investment Plan provides the framework needed to address these challenges. By expanding service, increasing capacity, and planning for long-term growth, the plan supports not only improved mobility but also sustainable urban development. For real estate developers like PCI, this kind of investment is critical to our ability to deliver housing, employment space, and public amenities in the right places, at the right scale.

We applaud the Mayors' Council for its leadership in moving this plan forward, and we encourage you to continue prioritizing bold, future-ready transit investments that will shape the region for generations to come.

Sincerely,



Jarvis Rouillard
Senior Vice President
PCI Developments



*Free Support
to Live & Work
in British Columbia*

Progressive Intercultural Community Services Society

April 16, 2025

Mayors' Council on Regional Transportation
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7

Dear Members of the Mayors' Council,

Re: Support for TransLink's 2025 Investment Plan

On behalf of Progressive Intercultural Community Services (PICS) Society, I am writing to express support for TransLink's 2025 Investment Plan.

Since 1987, PICS has supported newcomers and equity-deserving communities across Surrey and Vancouver, where reliable, affordable transit is essential to daily life.

Our clients - including newcomers, seniors, women, youth, and farm workers - depend on transit to reach jobs, education, healthcare, and essential services. The proposed plan rightly focuses on expanding transit where demand is highest: South of the Fraser. New routes and increased service on key corridors like King George Boulevard, Fraser Highway, and 88th Avenue will directly benefit the people we serve.

We're also encouraged by the plan's commitment to long-term improvements, including preparing for the Surrey-Langley SkyTrain and future Bus Rapid Transit lines. These investments are vital to keeping pace with growth and ensuring inclusive access to opportunity.

We urge the Mayors' Council to approve this plan and continue investing in a transit system that supports equity, mobility, and regional prosperity.

Sincerely,

Satbir Cheema
President and Chief Executive Officer
Progressive Intercultural Community Services (PICS) Society
Tel: 604.596.7722, ext. #104 | Email: satbir.cheema@pics.bc.ca

April 16, 2025

Mayors' Council on Regional Transportation
c/o Mayor Brad West, Chair
400 – 287 Nelson's Court
New Westminster, BC V3L 0E7

Dear Chair West,

On behalf of the Simon Fraser University (SFU) community, I am writing to express SFU's support for the initiatives and projects outlined in TransLink's proposed 2025 Investment Plan and to thank the Mayors' Council for your continued leadership in championing accessible and equitable transit solutions for our region.

Transit is essential to the daily lives of our students, faculty, and staff, as well as the residents of UniverCity on Burnaby Mountain. Every day, members of the SFU community rely on public transit to get to class, conduct research, deliver public services and connect with partners across Metro Vancouver. It is not an exaggeration to say that our university cannot function without reliable transit—it is a lifeline to opportunity, affordability and academic success.

While we are disappointed not to see the Burnaby Mountain Gondola project included in the 2025 Investment Plan, we are encouraged to see that the Plan includes major service improvements in each of the communities where our campuses are located:

- **13 routes serving SFU's Surrey campus**, supporting a diverse and rapidly growing student population in one of the region's fastest growing cities;
- **7 routes serving our Vancouver campus**, improving access to SFU's downtown hub of innovation, collaboration and research; and
- **A new service area in Central Royal Oak in Burnaby**, which will improve travel times between Metrotown and SFU's Burnaby campus, enhancing connectivity for students and employees alike.

These improvements will make a tangible difference in the lives of our university community while supporting a healthier, more resilient and more inclusive region.

Mayor Brad West
April 16, 2025

We also recognize the importance of financial sustainability in delivering these benefits. We are encouraged that the plan creates a path to stabilize TransLink's operating funding and prevent service cuts while keeping fare and tax increases reasonable and equitable.

I urge the Mayors' Council to move forward with this investment plan. A strong and reliable transit system is essential not only to the SFU community, but to the wellbeing and prosperity of communities across Metro Vancouver.

Thank you again for your leadership and commitment to building a more connected region.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Joy Johnson', with a long horizontal flourish extending to the right.

Joy Johnson
President & Vice-Chancellor
Simon Fraser University



Simon Fraser University
Morris J. Wosk Centre for Dialogue
3325 - 515 W Hastings St,
Vancouver, BC V6B 5K3

April 16, 2025

To Whom It May Concern,

The SFU Morris J Wosk Centre for Dialogue (CFD) is pleased to support the proposed *2025 Investment Plan (IP2025)*, released by TransLink, that aims to increase transit services and move forward projects that will help improve Metro Vancouver's public mobility system. We are also encouraged that IP2025 will avoid cuts to transit services until the end of 2027, thereby ensuring that the regional population, including its most vulnerable and transit-dependent communities, will maintain their current access to mobility services.

Founded in 2000 as a hub for dialogue and engagement, CFD facilitates stakeholder engagement activities so that decision makers from various levels of governments, public agencies, and non-governmental partners can build shared understanding around public policy issues, work together to identify roadblocks and challenges, and collaborate on developing solutions to move forward on implementing change. To improve the integration between mobility and land-use planning in Metro Vancouver, *Moving in a Livable Region (MLR)*, a CFD initiative, has worked with stakeholders across the region on a multitude of mobility-related issues including securing a stable and sustainable funding future for public transit. Through this work, we aim to address the state of health, equity, climate action, and economic development of the region.

IP2025 is expected to reduce the current transit operational funding deficit by nearly half and keeps TransLink financially stable through to the end of 2027. We are eager to continue our work with stakeholders and community partners to support the development around a robust long-term funding mechanism that would respond to the growing need for transit service in 2028 and beyond. We believe that, through giving an informed and engaged public a voice in this process, governments can implement a solution that meets our topline goals around decongestion, growth and decarbonization, while also ensuring that communities are not left behind in that process.

IP2025 intends to increase overall bus service by 5% over today's levels. In addition, there is a proposal to expand service to areas in the region that currently have limited access to transit. We feel that measures to increase service access, as well as multimodal and active transportation, will greatly benefit various portions of the population.

MLR and CFD at large are excited to see the outcomes of the current consultation around IP2025 and its subsequent implementation. We also look forward to supporting the process around developing a sustainable financial model for funding public transit operations, and any community engagement activities in that effort.

Public transportation is a core part of Vancouver's culture, and we are committed to supporting IP2025 and keeping transit alive.

Sincerely,

Jude Crasta
Associate Director, Multilevel Climate Action
E: jude_crasta@sfu.ca

April 16, 2025

Mayors' Council on Regional Transportation
c/o Mayor Brad West, Chair
400 – 287 Nelson's Court
New Westminster, BC V3L 0E7
Sent via email

Dear Chair West and Members of the Mayors Council,

On behalf of the Tri-Cities Chamber of Commerce, I am writing to express our strong support for the 2025 Investment Plan currently under consideration by the TransLink Mayors' Council. As the voice of more than 1,300 member businesses across Coquitlam, Port Coquitlam, Port Moody, Anmore and Belcarra, we understand how critical a reliable, connected, and forward-thinking transit and transportation system is to the continued prosperity of our region.

Our members regularly cite transit accessibility and reliability as top concerns for workforce mobility and business operations. With the population of Metro Vancouver continuing to grow, the time to invest in expanded transit infrastructure is now. In fast-growing areas, many of our members and their employees have experienced severe overcrowding and service strain—an issue that underscores the need for meaningful investment across the entire network.

While our Chamber is rooted in the Tri-Cities, we recognize that regional mobility is essential to economic health throughout the Lower Mainland. Our businesses rely on seamless transportation across municipal boundaries—for customers, for talent, and for goods movement. A stronger, more connected system benefits all of us.

We are encouraged to see that the 2025 Investment Plan focuses on expanding service, improving reliability, and building the foundation for future growth. These priorities are not just about meeting today's needs—they are about shaping a more accessible, sustainable, and economically vibrant region for decades to come.

We thank the Mayors' Council for its leadership and commitment to collaboration, and we urge you to move this plan forward with the necessary support and funding.

Sincerely,



Jennifer McKinnon
Board Chair
boardchair@tricitiechamber.com

5738 176 St., Surrey BC V3S 4C8

April 17, 2025

Subject: Support for TransLink's 2025 Investment Plan

Dear Mayors' Council,

On behalf of the **Cloverdale District Chamber of Commerce**, I am writing to express support for TransLink's 2025 Investment Plan as it relates to my area of interest in East Surrey.

Cloverdale and the surrounding area are experiencing rapid residential and industrial growth. Local businesses consistently tell us that attracting and retaining a reliable workforce depends on better transportation options. This plan is a necessary step toward improving access to jobs, supporting local employers, and keeping our regional economy competitive.

The proposed expansion of service - particularly the new route connecting White Rock Centre to Willowbrook via Campbell Heights - will provide much-needed connections to one of our fastest-growing employment areas. Improved service along key corridors like 88th Avenue and King George Boulevard will also help ease congestion and increase reliability for workers commuting to and from Campbell Heights. We will continue to impress upon Translink the need for direct service within Surrey to Campbell Heights bypassing the need to travel through surrounding municipalities to reach jobs within their own city.

Increased transit options directly benefit our business community by attracting more talent, reducing travel times, and improving quality of life for residents. We also support the plan's continued investment in long-term infrastructure like the Surrey-Langley SkyTrain and new Bus Rapid Transit corridors.

We encourage the Mayors' Council to approve this plan and ensure that Cloverdale and other fast-growing areas get the transit service they need to keep people and goods moving.

Sincerely,



Scott Wheatley
Executive Director
Cloverdale District Chamber of Commerce
swheatley@cloverdalechamber.ca
604-574-9802



MAILING ADDRESS

12666–72 Ave, Surrey, BC
Canada V3W 2M8

OFFICE OF THE PRESIDENT & VICE CHANCELLOR

Thursday April 17, 2025

Mayors' Council on Regional Transportation
c/o TransLink
400 – 287 Nelson's Court
New Westminster, BC V3L 0E7

RE: Support for TransLink's 2025 Investment Plan

Dear Members of the Mayors' Council,

Kwantlen Polytechnic University (KPU) is pleased to support TransLink's 2025 Investment Plan. With campuses in Surrey, Richmond, and Langley, KPU serves thousands of students across the region, many of whom rely on public transit to get to class, work, and community life.

We're pleased to see the strong focus on expanding service south of the Fraser, where demand is growing rapidly and where so many of our students live and study. New routes and increased service along key corridors like King George Boulevard and Fraser Highway will make a real difference for our campus communities.

This plan is an important step forward - not only to meet today's needs but to lay the groundwork for the future. The continued development of the Surrey-Langley SkyTrain and planning for new Bus Rapid Transit routes show a clear commitment to long-term, inclusive growth.

We applaud the Mayors' Council for your leadership, and we look forward to seeing this plan move ahead for the benefit of students, families, and communities across the region.

Sincerely,

A handwritten signature in black ink, appearing to read 'Alan Davis', is written over a light blue horizontal line.

Alan Davis
President & Vice Chancellor



Date: April 22, 2025

Mayor Brad West

Chair, Mayors' Council on Regional Transportation
400 – 287 Nelson's Court
New Westminster, BC V3L 0E7

Dear Chair West,

At Inclusion Langley Society our mission is about ensuring that children and adults with developmental delays and intellectual disabilities have every opportunity to live full, connected lives as valued members of their communities.

That's why I'm writing in support of TransLink's 2025 Investment Plan.

For the individuals and families we serve accessible and dependable public transit isn't a luxury — it's a lifeline. It's the way people get to work, to school, to the doctor's office, and to the activities that make life joyful and meaningful. For people with disabilities, who already face too many barriers, having a system that works for them is essential. That's why we have been partnering with TransLink to provide transit training for our clients in the past few years, to help them use both HandyDART and regular transit safely and independently.

The proposed increases to HandyDART service are especially important. As demand for this service continues to grow, we hear time and again from the people we support about the difference it makes when a ride is available — and the frustration when it's not. More trips mean more freedom, more participation, and more dignity.

We're also encouraged by the broader investments in new and improved bus routes, as well as accessible infrastructure that can help connect underserved neighbourhoods like Langley to the wider region. These are communities where many of the people we support live — and where public transit can be the key to building a more inclusive future.

Inclusion is not just about intentions. It's about access. And the 2025 Investment Plan is an important step toward building a transportation system that reflects the values of equity and community we all share.

We urge the Mayors' Council to support this plan. The individuals and families we walk alongside every day will feel the impact.

Sincerely,

A handwritten signature in black ink, appearing to read 'Daniel Collins', with a stylized, flowing script.

Daniel Collins

Chief Executive Officer
Inclusion Langley Society



April 23, 2025

Mayors' Council on Regional Transportation

c/o Mayor Brad West, Chair
400 – 287 Nelson's Court
New Westminster, BC V3L 0E7

Re: Letter of Support for TransLink's Investment Plan

Dear Chair West and members of the Mayors Council,

As the CEO of the Surrey Board of Trade, representing over 6,000 members and 60,000 employees, I am writing to express our support for TransLink's proposed 2025 Investment Plan. This plan is not only a necessary step forward for regional mobility, but also a critical investment in the economic growth and livability of Surrey — the fastest-growing city in British Columbia.

Transportation is one of the key economic foundations for building our city. Surrey's strategic location, nestled between two international airports and home to major seaports, rail lines, and highways, makes efficient transportation infrastructure a necessity for the movement of people and goods.

We are particularly encouraged that 29% of all new investments in this plan are slated for the City of Surrey. This substantial share reflects our city's growing needs and ensures that investments are aligned with Surrey's expanding population, workforce, and industrial footprint.

The Surrey Board of Trade appreciates the following aspects of the plan:

- **The largest increase in bus service since 2018**, with improvements on up to 50 routes;
- **New service to Campbell Heights industrial area along with 39 new or improved routes**, many of which will serve transit-oriented communities and job hubs in Surrey;
- **Completing the design of the King George Boulevard Bus Rapid Transit**, an essential step toward faster and more reliable service on one of the highest-demand corridors in the region;
- **Expanded HandyDART service**, enhancing mobility for people with disabilities and seniors;

These improvements support not only the needs of commuters and residents, but also Surrey's business community, which depends on the seamless movement of talent and goods to remain competitive.

We also recognize the importance of addressing TransLink's structural deficit with a balanced and transparent funding model. The combination of modest fare adjustments, parking taxes,



inclusive | innovative | independent

property tax contributions, and ongoing provincial support share the cost burden across stakeholders and will lay the groundwork for future transit growth.

In conclusion, the Surrey Board of Trade urges the Mayors' Council to approve and implement the 2025 Investment Plan. With nearly a third of new investments focused in Surrey, this plan represents a significant step toward building the resilient, connected, and economically vibrant region we all envision.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joslyn Young', with a stylized flourish at the end.

Joslyn Young
CEO, Surrey Board of Trade

April 23, 2025

Mayors' Council on Regional Transportation
c/o TransLink
400–287 Nelson's Court
New Westminster, BC V3L 0E7

Delivered electronically.

Dear Members of the Mayors' Council,

The Richmond Chamber of Commerce is pleased to offer our strong support for TransLink's proposed 2025 Investment Plan.

For Richmond's business community, public transit is not just a social good—it is core economic infrastructure. It connects workers to jobs, supports local employers, and helps keep the region's goods and people moving. A well-funded, reliable transit system strengthens workforce participation, improves productivity, and reduces congestion across the network for everyone, not just those who ride transit.

We are encouraged to see that the 2025 Investment Plan includes key improvements that will directly benefit Richmond residents, businesses, and workers. Specifically, extensions to the 405 and 407 routes, which serve industrial employment areas at Mitchell Island at the Ironwood areas will make a significant impact to Richmond employers who continue to report challenges in attracting talent from across the region. These expansions make a real difference.

More broadly, the plan's commitment to expanding service on up to 50 routes and introducing 40 new or improved routes is a meaningful and necessary response to our region's growth. These expansions support not only equity in access but also the resilience of the labour market as our economy evolves.

Public transit investment has proven economic returns. Every billion dollars invested is projected to yield billions more in GDP through productivity gains and cost savings, and tens of thousands of jobs. In Metro Vancouver, 404.2 million boardings took place in 2024. Each one of those boardings represents a trip not taken in a single-occupancy vehicle, relieving pressure on our roads and making it easier for businesses to function smoothly.

We know that the current funding model for transit is under growing strain. A sustainable solution will require innovation, but in the meantime, this investment plan is a necessary and responsible step forward. We urge the Mayors' Council to move forward with approval and full implementation.

Thank you for your ongoing leadership and commitment to building a region that works for people and business alike.

Thank you for your consideration,



Shaena Furlong
President & CEO
Richmond Chamber of Commerce



April 23, 2025

ATTN: Drew Ferrari (investmentplan@translink.ca)

Senior Advisor, Stakeholder & Community Relations at TransLink

CC: the Hon. Mike Farnworth (TT.Minister@gov.bc.ca)

Minister of Transportation, Government of British Columbia

and

Mayor Brad West (westb@portcoquitlam.ca)

Chair of The Mayors' Council on Regional Transportation

I am writing on behalf of the BC Poverty Reduction Coalition to encourage you to support TransLink's 2025 Investment Plan. Bold and sustained investment in public transportation is critical to maintaining a network of reliable and dignified transportation for hundreds of thousands of people across the Lower Mainland every day. Public transit **must** remain a dignified, accessible, and reliable choice for people across our communities. The alternative – drastic cuts across routes – would significantly increase precarity and make life harder for thousands, cutting many off from their communities entirely.

There are numerous goals outlined in TransLink's 2025 Investment Plan that give me hope that we are moving transit in the right direction. These include:

- Additional bus service hours to address overcrowding
- Expanding bus rapid transit routes
- Increased seasonal service to parks and beaches to improve equitable access to recreation
- Improvements to underserved communities to connect neighbourhoods with amenities, education, and employment opportunities

It is heartening to see an acknowledgement in this Plan's funding model that the broader community reaps intersecting benefits from reliable public transit and should thus pay into it appropriately. A robust and reliable public transit network reduces traffic and greenhouse gas emissions; improves connectivity to employment, education, amenities, and leisure; and supports the well-being of the whole community.

Given the previously projected shortfall of \$600 million, it is critically important and commendable that the Government of BC stepped up with a \$312 million dollar grant. This should be sustained funding that ensures reliable services, rather than something that is in question each year during investment planning.

We likewise commend the Government of Canada's investment of \$66 million in capital funding over 10 years and encourage future governments to (at minimum) maintain and expand investment in critical transit infrastructure. We echo TransLink's call for the Government of Canada to fully fund Metro Vancouver's *Access for Everyone Plan*.

A noteworthy concern from this plan is the \$1.50 per trip increase to the Canada Line's YVR AddFare. This increase could cost someone working full time at YVR \$60 more per month to commute to and from their workplace (based on a full-time, five-day work week). For workers at YVR making below a living wage, this could add significant strain to a monthly budget. We recommend that TransLink conduct immediate outreach to employers at YVR about the Transit Friendly Employer program to ensure that workers are not bearing the burden of this fare increase.

Further, the introduction to the investment plan notes that increased fare evasion enforcement is a "cost-saving" measure without any further demonstration of its effectiveness as a net positive for TransLink. For a transit rider, receiving a fare-evasion ticket that they cannot afford to pay would negatively impact their credit, their freedom of movement, and their capacity to obtain a driver's licence if the ticket remains unpaid on their record. Fare enforcement is a punitive approach that places undue harm on low-income transit riders and limits their mobility options. We do not recommend directing resources towards fare enforcement as a means of financial recuperation for TransLink.

Of particular importance is maintaining transportation accessibility for people on fixed and limited incomes. Affordability is crucial for people who receive disability (PWD) or income assistance, seniors on government pensions, low-income families, and youth under 18. We encourage you to explore every avenue for maintaining affordable fares for these populations in particular.

I urge you to view transit as a public good, with transit riders as those you serve, rather than a business with customers to retain or lose.

I look forward to your continued support of accessible, dignified transportation throughout our province.

Kindly,

Sacia Burton
Digital Media Manager
BC Poverty Reduction Coalition



April 24, 2025

Mayor Brad West

Chair, Mayors' Council on Regional Transportation
400 – 287 Nelson's Court
New Westminster, BC V3L 0E7

Dear Chair West,

PAFN is a proud Canadian charity whose purpose is to support the neurodiverse community and their families by understanding their needs and sharing that understanding to the broader collective of our provincial communities.

The journey towards meaningful inclusion is lifelong, and it is filled with unique challenges, milestones, and opportunities at every stage of life. With our central hub in Richmond and additional locations in Chilliwack and Prince George, we strive to create inclusive communities where everyone has the opportunity to thrive.

Accessible and reliable public transportation is essential for the individuals and families we serve, enabling them to access education, employment, healthcare, and community activities. We are writing to express our support for TransLink's proposed 2025 Investment Plan. The plan's commitment to expanding HandyDART services is particularly significant. Many individuals with autism rely on specialized transportation to navigate their daily lives safely and independently. By increasing HandyDART trips, the plan will enhance mobility and reduce barriers to participation in community life.

The proposed improvements to bus services, including the addition of new routes and the design of Bus Rapid Transit (BRT) corridors, will benefit neurodiverse individuals by providing more efficient and accessible transit options. These enhancements are crucial for fostering inclusion and ensuring that all members of our community can engage fully in society.

TransLink's investment plan reflects an understanding that equitable, inclusive transit is not a luxury—it's a necessity. For families navigating the unique and complex challenges of neurodiversity, transit is a direct link to opportunity, support, and connection. We appreciate your continued leadership in advancing a more accessible transportation system for all British Columbians.

Sincerely,

A handwritten signature in black ink, appearing to be "Loring Phinney", written in a cursive style.

Loring Phinney

Chief Executive Officer
Pacific Autism Family Network

3688 Cessna Drive, Richmond BC, V7B 1C7 | t: 604-207-1980
CRA Registered Charity # 82184-5286-RR0001
info@pacificautismfamily.com | www.pacificautismfamily.com

April 24, 2025

I am writing in my capacity as a Medical Health Officer for Vancouver Coastal Health (VCH) to express my support for the proposed TransLink 2025 Investment Plan. On March 28, 2025, I wrote to the Mayors Council, TransLink Board, and Minister of Transportation & Transit to express my support for increased investment in BC's public transit systems, noting that public transit is an essential service for our population. The proposed investment plan will help ensure existing public transit services are maintained while expanding other services.

As outlined in the March 28th letter, public transit services are important from a population health, health equity, and climate change lens. Public transit services can have a positive impact on population health by increasing physical activity and social connection. Furthermore, people experiencing social and economic marginalization, such as low-income seniors and young people, are particularly reliant on public transit. Finally, public transit use can significantly reduce transportation-related greenhouse gas emissions and improve local air quality in our region.

The 2025 Investment Plan contains several important investment commitments to improve the transit network. Investments in Bus Rapid Transit, increasing bus service to address overcrowding, enhanced services to parks and beaches, and investments in active transportation and road safety will increase accessibility and help to better connect our communities to education and employment opportunities, leisure and recreation and outdoor spaces. Additionally, improving HandyDART services are necessary to meet the needs of our community members with disabilities, including our aging population.

For VCH, the 2025 Investment Plan will help to ensure our staff and medical staff can continue to rely on the public transportation system to get to and from work. As noted in my prior letter, one third of our staff reside outside of our health region and around 4100 VCH staff and medical staff rely on public transit to commute to work.

In closing, the 2025 Investment Plan provides critical investments to maintain existing transit services, in addition to the expansion of other transit services in our region. These investments are critical for VCH, both from an organizational perspective and a public health perspective. These investments will help create a healthier, more connected, and sustainable future.

Thank you for your consideration.

Sincerely,

Dr. Brandon Yau

Brandon Yau, MD, MPH, CCFP, FRCPC
Medical Health Officer
Vancouver Coastal Health

mobile 236 308 7859

office 604 675 3819

e-mail brandon.yau@vch.ca

admin Alysa Faraci | 604 983 6701 | Alysa.Faraci@vch.ca

I acknowledge that my place of work lies on the traditional and unceded territory of the Coast Salish Peoples, including the Musqueam, Squamish, and Tsleil-Waututh Nations.



April 24, 2025

Mayors' Council on Regional Transportation
c/o TransLink
400 – 287 Nelson's Court
New Westminster, BC
V3L 0E7

Dear Mayors' Council members,

On behalf of the Greater Langley Chamber of Commerce, BC's fastest-growing chamber representing over 1,170 businesses in Langley Township, the City of Langley, and surrounding areas, we appreciate the opportunity to provide feedback on TransLink's proposed 2025 Investment Plan.

On the whole, this investment plan should be supported – especially as it avoids drastic cuts to Langley's service levels and recognizes the importance of transit to industrial/employment lands – but we do have serious reservations about the back-end reliance on property taxes and urge seeking new funding to mitigate the planned increase.

The Langley Chamber recognizes the critical importance of efficient and reliable transit services for moving people, goods, and services throughout our region. Effective transit directly supports employment, reduces road congestion, and enhances overall economic productivity. We note that approximately one-third of our region's population relies on transit weekly, with ridership having increased by roughly 29% in our area over the past two years.

We are encouraged that the new investment plan addresses TransLink's current funding shortfall and provides for increased service levels, notably avoiding previously proposed severe cuts to transit in Langley and other communities. Most importantly, **we appreciate the proposed net-new bus services provided to employment hubs** such as the Gloucester industrial district in Langley, as well as Campbell Heights and Tilbury. **This aligns directly with our Chamber's longstanding advocacy for prioritizing transit to employment centres.** Our belief, grounded in community feedback, is that transit services focused on weekday work commutes help build habitual ridership, thereby encouraging broader transit use for other community activities and achieving greater overall ridership and commensurate community benefits.

Regarding Gloucester specifically, the introduction of transit services to its approximately 200 businesses and 15,000 employees is a significant step forward. However, we strongly recommend that TransLink actively engage the local business community in the detailed planning and consultation for the proposed 56th Avenue route. The Chamber would be pleased to facilitate engagement between TransLink and local businesses to ensure route timings, stops, and service levels effectively meet user needs, making this important new service successful from inception.





Despite these positive developments, **the Chamber maintains serious reservations regarding the proposed property tax increases outlined in the investment plan.** While we understand and acknowledge the rationale behind using property taxes to fund transit infrastructure broadly, it is crucial to recognize that businesses in our region carry a disproportionately high share of the property tax burden relative to residential taxpayers. Examples provided by TransLink referencing typical household impacts of this increase fail to accurately convey the much larger implications these increases have on commercial properties, including offices, retail locations, and manufacturing and industrial sites. For businesses, the annual TransLink portion of property taxes is already in the thousands of dollars, meaning even modest percentage increases result in substantial additional financial burdens.

Of particular concern is the significant \$160 million increase in property tax revenue planned for 2027, which is 4x the increase proposed for 2025. This significant escalation has not been adequately communicated and, in our view, represents an unsustainable financial burden on businesses. We urge TransLink and the Mayors Council to proactively seek alternate funding mechanisms, particularly further operating contributions from senior levels of government, to mitigate these planned increases and distribute costs more equitably across all beneficiaries of transit services.

Lastly, as we build out our transit system, we encourage TransLink to continue prioritizing rapidly-growing communities south of the Fraser, such as Langley, for transit investments. In our opinion, Langley and similar communities have historically been under-served despite contributing equally through regional property taxes. We appreciate that approximately 30% of new service under this plan is rightly dedicated to areas south of the Fraser, matching recent ridership increases, and we believe future investments should maintain a similar focus on providing foundational service to high-growth areas rather than offering even finer-grained service to already well-supported jurisdictions.

Thank you for considering our feedback and recommendations. We look forward to continued collaboration to strengthen transit services and economic vitality across our region.

Sincerely,

A handwritten signature in black ink, appearing to read "Cory Redekop". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Cory Redekop
CEO
Greater Langley Chamber of Commerce



TO: TransLink Board of Directors
Mayors' Council on Regional Transportation

FROM: Kevin Quinn, CEO
Sarah Ross, VP, Transportation Planning and Policy
Patrice Impey, CFO

DATE: April 25, 2025

SUBJECT: 2025-2034 Investment Plan

PROPOSED RESOLUTIONS:

TransLink Board of Directors Motions:

That the TransLink Board of Directors:

1. Approve the "Investment Plan (2025-2034 Investment Plan)", attached as Attachment 1 to the April 25, 2025 report titled "2025-2034 Investment Plan"; and
2. Provide the "Investment Plan (2025-2034 Investment Plan)", and the associated bylaws and resolutions in relation to revenue measures and borrowing limits, attached in Attachment 1 to the April 25, 2025, report titled "2025-2034 Investment Plan", to the Mayors' Council on Regional Transportation for consideration.

Mayors' Council on Regional Transportation Motions:

That the Mayors' Council on Regional Transportation:

3. Approve the "Investment Plan (2025-2034 Investment Plan)", attached as Attachment 1 to the April 25, 2025 report titled "2025-2034 Investment Plan"; and
4. Receive this report.

EXECUTIVE SUMMARY

The 2025-2034 Investment Plan (the "2025 Investment Plan") was developed over the course of 2024-2025, in collaboration with the Mayors' Council, the TransLink Board of Directors, the Province of British Columbia, and TransLink staff.

This Plan increases bus service by 5%, funds the next phase of design work for three future Bus Rapid Transit corridors (King George Boulevard, Langley-Haney Place, and Metrotown to North Shore), increases funding for pavement rehabilitation of the Major Road Network by 70%, and extends local government programs for walking, cycling, road safety, and bus priority through 2026.

These investments will be funded through a combination of transit fare increases, property tax increases, increases to the parking sales tax, and an operating grant from the Province of British Columbia that will transition to a new funding source(s) in 2027 to be enacted by the Province, subject to approval of the Legislative Assembly. This plan makes substantial progress on long-term sustainable funding for TransLink.

PURPOSE

Under the *South Coast British Columbia Transportation Authority Act (SCBCTA Act)*, the TransLink Board of Directors is responsible for approving and providing to the Mayors' Council for its approval an investment plan and all accompanying bylaws and resolutions of the Board of Directors.

The purpose of this report is to seek approval of the 2025-2034 Investment Plan from the TransLink Board of Directors and the Mayors' Council on Regional Transportation.

BACKGROUND

The 2025-2034 Investment Plan (2025 Investment Plan) was developed over the course of 2024 and 2025 in collaboration with the Mayors' Council, the TransLink Board of Directors, the Province of British Columbia, and TransLink staff. In March 2025, each of the Board and the Mayors' Council requested that TransLink prepare and consult on a 2025 Investment Plan with parameters outlined in the staff report.

DISCUSSION

Summary of New Investments and Funding

The 2025 Investment Plan is focused on meeting the region's urgent transportation needs, including:

- Delivering previously funded services, programs and projects for expansion and state of good repair.
- Increasing transit service.
 - Starting in September 2025 and continuing into 2027:
 - Increase bus service by 5% to enable overcrowding relief on up to 50 of the busiest routes;
 - Provide 40 new or improved routes to support transit-oriented communities, industrial areas, and neighbourhoods with limited or no transit service; and
 - 7 new or improved seasonal services to parks and beaches.
 - Add capacity to existing West Coast Express trips to meet demand.
 - Increase available HandyDART trips to meet demand in 2027.
- Preparing for Bus Rapid Transit.
 - Implementation of the R2 Extension (extend from Phibbs Exchange to Metrotown);
 - Design work for three future Bus Rapid Transit routes: King George Boulevard, Langley-Haney Place, and Metrotown to North Shore; and
 - Additional bus service on future BRT corridors.
- Extending local government streets and roads programs.
 - Increase Major Road Network funding by 70%, directed to pavement rehabilitation; and
 - Extend walking, cycling, and road safety local government programs and bus priority program funding for one additional year through 2026.

To fund these improvements, the 2025 Investment Plan includes the following new funding

- Transit fares:
 - 5% increase in transit fares in 2026, 2% per year thereafter;
 - Increase YVR AddFare by \$1.50 in 2026, 2% increase per year thereafter; and
 - Standardize discounts across all fare products gradually, over a three-year period for most products.

- Property tax:
 - Continue the 2024 property tax levels and annual increases approved in the 2024 Investment Plan;
 - Increase property tax revenue by \$44M in 2025; and
 - Increase property tax revenue by \$160M in 2027.
- Parking tax:
 - Increase the parking tax rate from 24% to 29%, pending approval of a *Budget 2025* legislative change by the provincial Legislative Assembly.
- Senior government contribution:
 - \$312M operating grant from the Province of British Columbia, to reflect an annual contribution of \$100M per year, starting in 2025; and
 - Commitment to introduce new revenue source(s), subject to approval of the Legislative Assembly, in 2027. If passed, the new source(s) is intended to begin in 2027, and when fully implemented in 2028 will generate at least \$112M annually.

Consultation

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

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

Public consultation took place between April 10 and April 24, 2025. As required by the *SCBCTA Act*, TransLink consulted with MVRD on the draft 2025 Investment Plan through the transmission of a letter on April 10, 2025, and the Mayors' Council consulted with the MVRD Board on the proposed increase to TransLink's borrowing limit through the transmission of a letter on April 10, 2025. The letters are provided as Attachment 2 and 3 respectively.

More information on the consultation materials and the findings from public consultation are included in the separate report to the Board and the Mayors' Council entitled "2025 Investment Plan Consultation Results." The 2025 Investment Plan document provided under Attachment 1 also includes a summary of consultation outcomes.

CONCLUSION

This *2025 Investment Plan* significantly reduces TransLink's structural funding deficit, keeping TransLink's operations fully funded through 2027, while delivering early investments for the *Access for Everyone* plan. This plan establishes a solid foundation so that the next Investment Plan, expected in 2027, can resolve the remaining structural deficit, make further progress on the *Access for Everyone* plan, and return TransLink to long-term financial sustainability.

ATTACHMENTS:

Attachment 1 - 2025-2034 Investment Plan

Attachment 2 - Letter to MVRD on 2025 Investment Plan Consultation

Attachment 3 - Letter to MVRD Board Chair on Borrowing Limit



2025 Investment Plan

Submitted April 30, 2025



TransLink respects the Indigenous Nations within Metro Vancouver and acknowledges all First Nations, Inuit, and Métis Peoples for their continued resilience, sustainable stewardship, and as active members of the community for generations to come.

We recognize that in planning and managing the region's transportation system, we have a role to play in supporting reconciliation with Indigenous Peoples.

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For the purpose of the South Coast British Columbia Transportation Authority Act, this document constitutes the investment plan prepared in 2025 for the 2025-2034 period. This document will serve as TransLink's strategic and financial plan beginning May 1, 2025, until a replacement investment plan is approved.

Caution regarding forward looking statements

From time to time, TransLink makes written and/or oral forward-looking statements, including in this document and in other communications. In addition, representatives of TransLink may make forward-looking statements orally to analysts, investors, the media, and others. Forward-looking statements, by their nature, require TransLink to make assumptions and are subject to inherent risk and uncertainties. In light of the uncertainty related to the financial, economy, and regulatory environments, such risks and uncertainties, many of which are beyond TransLink's control, and the effects of which can be difficult to predict, may cause actual results to differ materially from the expectations expressed in the forward-looking statements.



TransLink Board of Directors

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Board Chair

Allan Seckel, Board Vice-Chair

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Jennifer Chan

Darlene Hyde

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Brad West
*Mayor of the City of Port
Coquitlam*

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Vancouver*

Nicole MacDonald
*Mayor of the City of Pitt
Meadows*

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Langley*

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Richard Stewart
Mayor of the City of Coquitlam

Eric Woodward
*Mayor of the Township of
Langley*

Message from the Chair of the Mayors' Council and Chair of the TransLink Board of Directors

The future of the region depends on a strong and resilient transit system that keeps people moving, connects communities, and supports goals for housing, affordability, climate action, and economic growth.

As the region continues to grow, there is an urgent need to maintain and expand transit services to meet the rising demand. At the same time, TransLink continues to face significant financial pressures due to declining fuel tax revenues, rising costs, and the lasting impacts of the COVID-19 pandemic, which created a structural operating deficit that would require major transit service reductions without new funding solutions.

The *2025 Investment Plan* makes real progress on solving the structural deficit by cutting it nearly in half, preventing service cuts in 2026, expanding bus service, and delivering early priorities from the *Access for Everyone* plan.

This plan also recognizes that we all use the transportation system in different ways, and we all have a role in contributing to its success. Whether you drive, take transit, have a business that relies on deliveries, or need safe and convenient sidewalks and bike paths to access your daily needs, the transportation system connects us with what is important.

With the largest transit service increase since the *2018 Phase Two Investment Plan* of the 10-Year Vision, more transit will mean a more comfortable and reliable experience for many transit users across the region. It also enables further preparation for three Bus Rapid Transit corridors to bring rapid transit level service to more parts of the region. In addition, improving the Major Road Network will make travelling by car, truck, and bus more reliable.

The *2025 Investment Plan* ensures that transit can continue to be a catalyst for growth, resilience, and long-term regional prosperity. The Government of British Columbia's investment in this plan is a recognition of the connection between the regional role of transit and provincial priorities. There is more work to be done with the provincial government between now and 2027 to develop a sustainable transit funding model, but this plan is a critical step forward to ensure we can continue to deliver the transit services this region needs, bringing meaningful improvements to people's lives.



A stylized black ink signature of Brad West.

Brad West
*Chair, Mayors' Council on
Regional Transportation*



A stylized blue ink signature of Lorraine Cunningham.

Lorraine Cunningham
*Chair, TransLink
Board of Directors*

Message from Minister Mike Farnworth

On behalf of the Government of British Columbia, I am pleased to support TransLink's 2025 Investment Plan. Our government is providing more than \$312 million in operating funding to protect services and support priority expansion identified in the Plan. In partnership with TransLink and the Mayors' Council, we will protect existing services and advance expansion on the busiest routes, as well as support future Bus Rapid Transit planning and design on priority corridors.

The Province's contribution to the 2025 Investment Plan reaffirms our steadfast commitment to safe, reliable, and affordable public transit. TransLink has faced unprecedented challenges as cost and demand for more services have increased significantly post pandemic. That is why our government has stepped up to protect the critical public transit services people need and rely on for their daily activities. Since 2017, the Province has supported transit in Metro Vancouver with over \$11.6 billion in funding commitments, a historic and unprecedented level of investment.

Thanks to the collaborative work between our government, TransLink, and the Mayors' Council, Metro Vancouver has outpaced other regions in North America in transit ridership recovery. Today, TransLink's bus ridership ranks third highest among the major public transit authorities in Canada and the United States – a clear sign that people are relying on transit more than ever.

As Metro Vancouver continues to grow, the Province recognizes that transit continues to play a central role in building a more connected, sustainable, and affordable region. This new provincial support that protects and expands the services people need now, also demonstrates our continued commitment to working with the region on TransLink's long-term sustainability while TransLink and the Mayors' Council make progress on their expansion ambitions.

Sincerely,



A handwritten signature in blue ink that reads "Mike Farnworth". The signature is fluid and cursive, with a large, stylized "F".

Mike Farnworth

Minister of Transportation and Transit

Executive Summary

With the adoption of *Transport 2050* and the *Access for Everyone* plan, our region has set out an ambitious vision for our transportation future. Realizing this vision will require bold moves, including a new sustainable funding model for regional transportation in Metro Vancouver.

This *2025 Investment Plan* takes important steps towards closing our structural deficit while expanding transit service and making initial progress on key *Access for Everyone* priorities.

What the *2025 Investment Plan* will deliver

- **Largest expansion in bus service approved since 2018.** Starting in September 2025 and continuing into 2027, bus service will increase by five per cent over today. This will enable overcrowding relief on up to 50 of our busiest routes; 40 new or improved routes to support transit-oriented communities, industrial areas, and neighbourhoods with limited or no transit service; seven new or improved seasonal services to parks and beaches; and extending the R2 RapidBus to Metrotown. This is in addition to the three per cent service increase enabled through the *2024 Investment Plan*—a combined eight per cent increase in transit service since September 2024.
- **Advancing new rapid transit.** This plan funds the next phase of design work for three future Bus Rapid Transit corridors: King George Boulevard; Langley-Haney Place; and Metrotown to North Shore.
- **More transit capacity.** This plan funds more HandyDART trips and increases capacity on existing West Coast Express trips in response to growing ridership and customer demand.
- **Keeping all road users moving.** This plan increases funding for the Major Road Network by 70 per cent, directed to pavement rehabilitation, to support local governments in addressing road condition deterioration and ensure that people and goods can keep moving safely and reliably. It also funds the local government Streets Program for one more year, with continued funding available in 2026 for investments in walking, cycling and road safety. It also extends the Bus Speed and Reliability Program for one more year, to help speed up bus service and make it more cost-efficient to deliver.



How the *2025 Investment Plan* is funded

TransLink has been facing a structural operating deficit of more than \$600 million annually caused primarily by declining fuel tax revenue, increasing costs, and fare increases being capped under the rate of inflation between 2020 and 2024.

This *2025 Investment Plan* introduces new revenues that fully funds services through to the end of 2027 and cuts the structural deficit nearly in half in 2028.

Transit users, property owners, motor vehicle users, and the broader economy all benefit from a well-connected and maintained transportation system. Under this *2025 Investment Plan*, everyone who benefits from an effective regional transportation system will help to fund it via several measures, including:

- A transit fare increase of five per cent in July 2026, followed by two per cent increases annually. This amounts to a \$0.14 increase for an average trip in 2026.
- An increase in the YVR AddFare by \$1.50 in July 2026 followed by two per cent increases annually. This will be the first increase in this fare since its inception in 2009.
- An additional \$44 million in permanent property tax revenue in 2025, equating to a 0.5 per cent, or \$20, increase to the median household's property tax in 2025.
- In 2027, an additional increase of \$160 million in permanent property tax revenue, equating to approximately \$75 to the median household's property tax.
- An assumed increase in the off-street parking tax rate from 24 per cent to 29 per cent (pending approval of a Budget 2025 legislative change by the provincial Legislative Assembly).
- A one-time operating contribution by the Government of British Columbia of \$312 million for TransLink's 2025-2027 operating years.
- The Province has also committed, subject to approval of the Legislative Assembly, to enable an additional revenue source(s) in 2027. If passed, the new source(s) is intended to begin in 2027, generating at least \$112 million per year in new revenue when fully implemented.

TransLink is also committed to continuing to manage its budget prudently. Last year, TransLink identified \$90 million in annual cost reductions and revenue generating measures and will identify further cost-efficiencies and savings through this investment plan.

Looking forward

This *2025 Investment Plan* establishes a solid foundation to fix the remaining structural deficit in the next Investment Plan and return TransLink to long-term financial sustainability. These moves, combined with potential capital investments from the Governments of British Columbia and Canada, will enable more significant progress on the *Access for Everyone* plan building on the early priorities funded in this *2025 Investment Plan*.

About TransLink

TransLink's regional multi-modal transportation mandate

As set out in the *South Coast British Columbia Transportation Authority Act (SCBCTA Act)*, the purpose of TransLink is to provide a regional transportation system 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.

What we do

PLAN the regional transportation system for people and goods, including setting out the long-term vision, goals and key initiatives in a regional transportation strategy and other related plans, supported by robust monitoring and forecasting capabilities.

FUND the regional transportation system, generating, seeking, and managing the necessary funds to deliver on our purpose.

MANAGE the regional transportation system including developing and implementing transportation demand management strategies and programs, supporting the designation and management of the truck route network, supporting regional traffic management operations, and supporting the licensing of commercial transport service providers.

COORDINATE with the Province, Metro Vancouver, and local governments on the implications to the regional transportation system of land use and growth management plans, major development proposals, and highway infrastructure plans.

PROTECT the travelling public and ensure that people feel welcome, safe, and secure while using public transit, including through civilian security, community safety officers, and a dedicated regional Transit Police force.

ACQUIRE, CONSTRUCT, AND MAINTAIN assets, infrastructure, facilities, and property required for the regional transportation system including:



ACTIVE TRANSPORTATION INFRASTRUCTURE. Together with local government partners, TransLink invests in building out the walkway and bikeway networks across the region. TransLink also maintains a network of bike parkades and lockers across the transit network.



TRANSIT FLEET AND INFRASTRUCTURE. TransLink owns and/or manages rail rapid transit guideways, stations, and storage, maintenance, and operations facilities for our fleets of passenger ferries, buses, and trains.



MAJOR ROADS. TransLink and local government partners work together to plan, fund, and set standards for the Major Road Network, which includes hundreds of kilometres of key roads connecting major destinations for people and goods.



BRIDGES. TransLink owns and maintains six bridges – Knight Street Bridge, Pattullo Bridge, Golden Ears Bridge, Westham Island Bridge, the SkyTrain SkyBridge, and the Canada Line Bike & Pedestrian Bridge.



TECHNOLOGY. TransLink owns and manages the necessary technology assets to deliver on our purpose, including data management, telecommunications, and the Compass fare revenue collection system.

OPERATE transit and transportation services including:



BUS. We are the provider of bus transit service across the region, delivered through our own bus operating company, Coast Mountain Bus Company (CMBC), and via contracts with other bus operating companies.



PARATRANSIT. We are the provider of paratransit service for the region, with some functions delivered via contract. HandyDART is available for those who, due to a disability, are unable to safely navigate the region's conventional public transit without assistance.



FERRIES. We provide a passenger-only ferry service, called SeaBus, linking downtown Vancouver and North Vancouver, through CMBC.



RAIL RAPID TRANSIT. We are the provider of rail transit service across the region, operating the Expo and Millennium Lines through our own operating company, British Columbia Rapid Transit Company (BCRTC), and the Canada Line via contract.



COMMUTER RAIL. We are the provider of the West Coast Express commuter rail service, through our own operating company, West Coast Express and via contracts.

TransLink governance structure

As set out in the *SCBCTA Act*, TransLink is overseen by:

- The **Mayors' Council on Regional Transportation** which consists of 21 mayors in Metro Vancouver, the Chief of the Tsawwassen First Nation, and the elected representative of Electoral Area "A" (which includes UBC and the University Endowment Lands). The Mayors' Council collectively represents the viewpoints and interests of Metro Vancouver residents as they develop and approve TransLink's investment plans and long-term strategies.
- The **TransLink Board of Directors** which consists of seven independent directors, the Chair and Vice-Chair of the Mayors' Council, and up to two individuals appointed by the Government of British Columbia. The Mayors' Council also appoints three Mayors' Council Designates to the Board. The Board supervises the management of TransLink, and develops long-term strategies and 10-year investment plans in collaboration with the Mayors' Council.



How TransLink plans the regional transportation network

Under the *SCBCTA Act*, TransLink is required to regularly update two planning documents: a 30-year regional transportation strategy, and a 10-year Investment Plan.

Investment plans must set out TransLink's anticipated operating and capital expenditures and how they will be funded by established revenue sources over a 10-year period.

The *Access for Everyone* plan is a bridge between these two legislatively required planning documents under which the Mayors' Council identifies priority investments that are ultimately confirmed and funded via investment plans



Transport 2050

30-Year Regional Transportation Strategy

(must be updated every five years)

- › Establishes goals, policies, and priorities for the regional transportation system.
- › Must consider regional and provincial objectives.
- › Approved by Mayors' Council and TransLink Board.



Access for Everyone

Also known as the
**Transport 2050:
10-Year Priorities**

(not legislatively required)

- › Describes which investments in the 30-year strategy will be delivered over the first decade, through future investment plans.
- › Approved by Mayors' Council.



Investment Plan

(must be updated every three years)

- › Allocates new and existing funding to projects and programs.
- › Fully funded, over ten years, by identified secure revenue sources.
- › Must be guided by 30-year transportation strategy.
- › Approved by Mayors' Council and TransLink Board.

Annual budgets

(must be updated every year)

- › Authorizes operational and capital spending for the upcoming year.
- › Must be consistent with 10-year investment plan.
- › Approved by TransLink Board.

Introduction to the *2025 Investment Plan*

Transportation is a powerful economic driver – connecting people to jobs, businesses to customers, and communities to opportunities.

TransLink is responsible for moving millions of people. Each week nearly one-third of the region's population uses TransLink's transit services and about one-third of kilometres driven by households are on the Major Road Network. A robust transportation system is critical to supporting a resilient economy, and a thriving region. It also helps grow businesses and productivity, address housing affordability challenges by supporting complete communities, and is an essential contributor to reducing GHG emissions.

A region with a history of strong investment in transportation

In 2014, the Mayors' Council developed the 10-Year Vision, which guided \$7.5 billion in transportation investments in the *2017 and 2018 Investment Plans*, including more transit service, station upgrades, funding for roads and active transportation, the Broadway Subway Project, and RapidBus lines. This investment was made possible with funding from the Governments of B.C. and Canada and spurred strong transit ridership growth.

Responding to the pandemic and the emerging structural deficit

Since the COVID-19 pandemic, a significant gap has emerged between how much it costs to fund the regional transportation system, and how much revenue TransLink's existing utilized revenue sources bring in. The largest contributors to the funding gap are declining fuel tax revenue due to a shift toward electric and more fuel-efficient vehicles, lower fare revenue due to fares held below inflation and structural changes in ridership during the pandemic, and overall higher costs due to inflation.

Recognizing transit as an essential service through the pandemic, the Governments of Canada and B.C. provided emergency operating funding relief to maintain service in the region, while the Government of B.C. launched free fares for kids 12 and under.

With further pandemic recovery operating relief funding from the Government of B.C. and modest regional property tax increases, the TransLink Board of Directors and the Mayors' Council approved the *2022 Investment Plan* to stabilize TransLink's finances through 2025. In total, combined provincial and federal operating relief funding since the start of the pandemic amounted to \$1.3 billion.

In addition, in 2022, the Province provided an upfront payment for the foregone toll revenue due to the cancellation of tolls on the Golden Ears Bridge, in the amount of \$2 billion. TransLink has utilized this to help offset borrowing requirements to fund capital assets, and to create an additional revenue

stream through investment income, which has helped offset costs of maintaining and operating the bridge. The Province has also provided capital funding, supporting capital projects that have been recently completed or are underway, such as bus expansion vehicles and infrastructure, Expo-Millennium Upgrade Program, Community Shuttle expansion, R6 Scott Road RapidBus, and many other investments. The Province is building Broadway Subway Project and Surrey Langley Subway which will be operated by TransLink.

Planning for the future: *Transport 2050*

Emerging from the pandemic, in January 2022, the Mayors' Council and TransLink Board of Directors approved *Transport 2050* - the region's 30-year transportation strategy.

Transport 2050 provides a bold vision of *Access for Everyone*, where every person in Metro Vancouver - no matter who they are, where they live or how they choose to get around - can easily connect to the opportunities they need to thrive with convenient, reliable, affordable, safe and comfortable, and carbon-free choices (Figure 1).

Figure 1. *Transport 2050* vision and goals



Prioritizing the first ten years of *Transport 2050: Access for Everyone* plan

Recognizing that the ambitious targets set out in *Transport 2050* required immediate action, the Mayors' Council approved in June 2022 a more detailed action plan to identify regional priorities to guide TransLink's efforts for the decade ahead.

This *Access for Everyone* plan outlines the critical transportation initiatives identified from *Transport 2050* for TransLink to deliver as its first priorities including:

- More than doubling of bus service
- Introducing new rapid transit on 11 corridors including:
 - › King George Blvd (BRT + study longer-term alternatives)
 - › Langley – Haney Place (BRT)
 - › Metrotown – Park Royal (BRT + study longer-term alternatives)
 - › Burnaby Mountain (Gondola)
 - › Hastings Street (BRT)
 - › Lougheed Hwy (BRT)
 - › Lynn Valley – Downtown/Lonsdale (BRT)
 - › Marine Drive Station – 22nd Street Station (BRT)
 - › Millennium Line UBC Extension (SkyTrain)
 - › Richmond Centre – Metrotown (BRT)
 - › Scott Road (BRT)
- Building 450km of the Major Bikeway Network

The *Access for Everyone* plan is an unfunded blueprint, with the goal for it to be funded and delivered through a series of investment plans.

Addressing immediate system pressures

Transit ridership continued to return through 2023, and many parts of the region experienced overcrowding on transit. Inflationary pressures resulted in higher costs for all of TransLink's operations. In March 2023, TransLink received additional relief funding from the Government of B.C. to address immediate cost escalations that emerged after the *2022 Investment Plan* was approved.

An Investment Plan was passed in 2024 to alleviate overcrowding on the transit system. The *2024 Investment Plan* funded higher frequencies on 60 bus routes and on the Canada Line, and with capital support from the Government of B.C to purchase new buses to get ready for future service expansion. However, an annual structural deficit of over \$600 million remained beginning in 2026, and with it, a risk of significant transit service cuts in the absence of new funding solutions.

This *2025 Investment Plan* will expand bus service, reduce overcrowding, and advance early priorities in the *Access for Everyone* plan, while making significant progress on the structural deficit.

Combined with ongoing cost-efficiencies from TransLink, the revenues enabled in this *2025 Investment Plan* fully fund TransLink's operations through to the end of 2027 and cut the structural deficit by nearly half in 2028.

This *2025 Investment Plan* also builds on previously funded investments by introducing additional transit service expansion, maintaining momentum on three new bus rapid transit projects, and providing new funding for streets and roads.

Now more than ever, transit is a strategic investment in B.C.'s future. We recognize and appreciate the investment of our government partners to support these critical initiatives, ensuring that effective regional transit and transportation continue to be a catalyst for growth, resilience, and long-term prosperity.





New Investments in the *2025 Investment Plan*

The *2025 Investment Plan* funds early priorities from the *Access for Everyone* plan, including preparing for future bus rapid transit, increasing bus service, and extending streets and roads programs. Figure 2 outlines the new investments proposed in this plan.

These investments are *in addition* to the services and infrastructure already being delivered or are committed to being delivered, including the Broadway Subway Project, Surrey-Langley SkyTrain, new SkyTrain cars, improved service to First Nations communities, continued improvements to state of good repair, and transit service increases approved by the TransLink Board of Directors and the Mayors' Council.

Figure 2. New investments proposed in the 2025 Investment Plan.

New Investments in the 2025 Investment Plan



Expand Service and Address Overcrowding

- › Overall 5% increase in bus service over today, the largest expansion approved since 2018
- › Add service to address overcrowding, particularly in Surrey, Langley and the Burrard Peninsula
- › Enhance the Frequent Transit Network (FTN): 1 route added to FTN (335) and more frequency on 7 existing routes
- › Better serve transit-oriented communities: 1 new peak-only route (68th Ave Crosstown), and extended hours of operation on 2 routes (Harbourside, 88th Ave)
- › Better serve industrial workers and lands: 3 new or enhanced peak-only service areas (Gloucester, Tilbury, Campbell Heights) and improvements to 10 existing routes
- › Better serve communities with currently limited access to transit: 1 new service area (Central Royal Oak) and improvements to 23 existing routes
- › More HandyDART service to respond to growing demand
- › More rail car capacity on existing West Coast Express trips as ridership growth continues



Seasonal Service to Parks and Beaches

- › 7 new or enhanced seasonal services to parks and beaches (Belcarra, Campbell Valley, Centennial Beach, Golden Ears, Minnekhada, Stanley Park, Terra Nova) primarily on summer weekends and 1 new specialized service. Improvements to 10 existing routes.



Prepare for Bus Rapid Transit

- › Design for BRT corridors in preparation for anticipated full funding for these projects in the next Investment Plan
- › R2 Extension from Phibbs Exchange to Metrotown
- › More bus service to support demand on corridors with future BRT (R1, 321, 501)



Safer and Well Maintained Streets for All Modes

- › Provide funding to local governments in 2026 for active transportation, road safety, and road structures
- › Investments in bus priority infrastructure
- › 70 per cent increase to funding delivered to local governments, to rehabilitate the Major Road Network, to reflect inflationary rise in maintenance costs



More Transit Service to Alleviate Overcrowding and Improve Convenience

More bus service to transit oriented communities, industrial areas, underserved neighbourhoods, and parks

Transit-Oriented Communities

Communities that have higher densities and a greater mix of land uses concentrated within an easy walk of frequent transit generate higher transit ridership and tend to experience more overcrowding. To address the unmet needs of these communities, the plan funds:

- A new route along 68th Avenue in Surrey to serve the growing Newton community, running during peak hours.
- All day service on weekdays on route 388 that travels along 88 Ave in Surrey, connecting 22nd Street Station and Carvolth Exchange.
- All day service on weekdays on route 231 serving the Lonsdale and Harbourside communities in North Vancouver.

Industrial Employment Areas

Industrial lands support a prosperous regional economy by accommodating many industrial and trade-enabling activities, and the day-to-day needs of the region. While representing just four per cent of the region's land base, industrial lands accommodate over 25 per cent of the region's total employment—over 315,000 jobs. Historically, these lands have not been well served by transit service, leaving many workers with few transportation choices.

This plan takes significant steps to improving this access gap with:

- New or enhanced service to the Gloucester, Tilbury, and Campbell Heights industrial employment areas.
- Ten additional routes (80, 116, 128, 159, 301, 310, 405, 407, 501, 791) receiving improvements to better serve industrial workers.

Underserved Communities

Transport 2050 aims to expand transit across the region so that nearly all residents within the urban area are within a five-minute walk of frequent service. Today there are some neighbourhoods in our region that only have basic transit service or no transit service at all within a convenient walk. Fixing these gaps is an important first step to deliver the vision of *Access for Everyone*.

This plan funds:

- New service to the Central Royal Oak neighbourhood in Burnaby.
- Improved service on 23 routes that serve under-served neighbourhoods including: 33, 102, 103, 105, 106, 109, 119, 147, 148, 152, 153, 155, 156, 157, 312, 322, 325, 341, 342, 371, 373, 375, N10.

Parks And Beaches

Through the development of *Transport 2050*, residents of Metro Vancouver expressed that access to the region's parks, beaches, and forests was a top reason for living here. However, just 11 of 22 of Metro Vancouver's regional parks are currently accessible by transit, making them largely out of reach without a car. Parking at many parks and beaches is also challenging due to high demand.

To better support access to nature, this plan funds:

- New or enhanced seasonal service on summer weekends to seven regionally significant parks and beaches (Belcarra, Campbell Valley, Centennial Beach, Golden Ears, Minnekhada, Stanley Park, Terra Nova).
- One new specialized nature-access service (building off the success of our Bike Bus).
- Improvements to 10 existing routes (211, 212, 227, 228, 232, 236, 262, 280, 281, 282).
- Access to Tynehead Park will be enhanced as part of other improvements to route 388.

Alleviate bus overcrowding

Overcrowding on buses causes delays, pass-ups, and a less comfortable experience, especially for those who may need additional space to travel safely and comfortably.

This plan funds additional service on approximately 50 routes to reduce overcrowding.

Improving convenience with more frequent service

This plan increases service on the Frequent Transit Network (FTN)¹. This includes one new FTN route (route 335) and increasing frequencies to every 12 minutes on seven existing FTN routes (3, 8, 10, 16, 17, 19, 20).

Seven additional routes (68, 112, 123, 128, 191, 250, 601) will receive additional frequency improvements.

More service on HandyDART

This plan increases the number of available HandyDART trips to meet the anticipated increase in requests for rides on HandyDART.

Add capacity on the West Coast Express

This plan will add capacity to existing West Coast Express trips as demand grows.

Customer experience improvements

This plan funds upgrades to TransLink's Real-Time Transit Information Systems which will support improving bus arrival information.

¹ The Frequent Transit Network is a network of corridors with 15-minute service throughout the day, everyday.

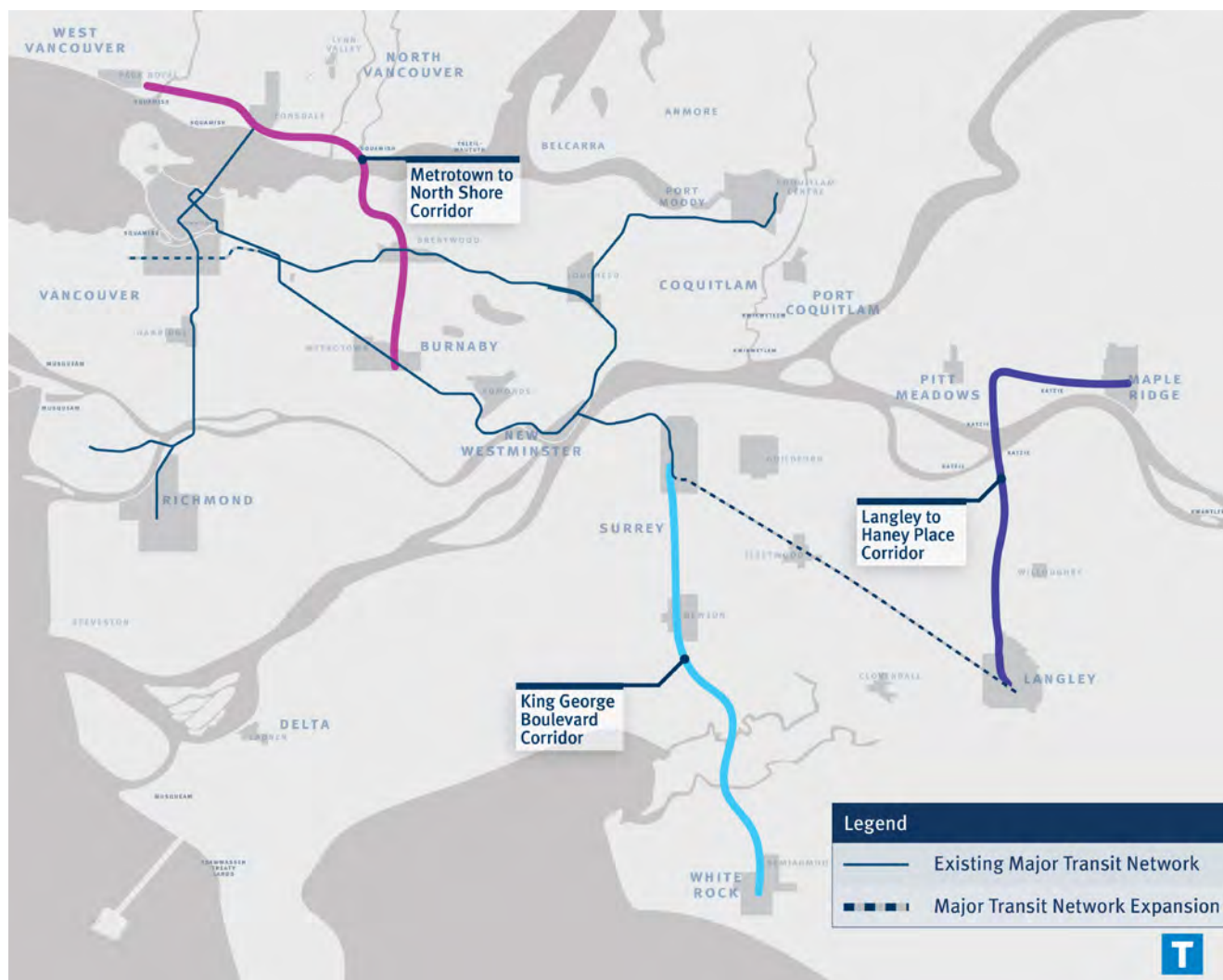
Preparing for Bus Rapid Transit

TransLink is currently developing the region's first Bus Rapid Transit Program, which will feature fast, frequent and reliable service, with dedicated lanes, transit signal priority, and comfortable stations. In October 2023, the Mayors' Council selected the first three corridors to build out bus rapid transit (BRT) in the region:

- **King George Boulevard** in Surrey to White Rock
- **Langley-Haney Place**, connecting Maple Ridge, Township of Langley and the City of Langley
- **Metrotown to North Shore**, to run from Park Royal in West Vancouver to Metrotown in Burnaby

This plan funds the next steps to make progress on delivering BRTs as soon as possible.

Figure 3. Three bus rapid transit corridors in planning & development.



Bus rapid transit design

This plan funds the next phase of design for the above three BRT corridors. Construction and service would be funded in a subsequent investment plan, once contributions from senior governments are finalized.

New bus service on current routes to support demand

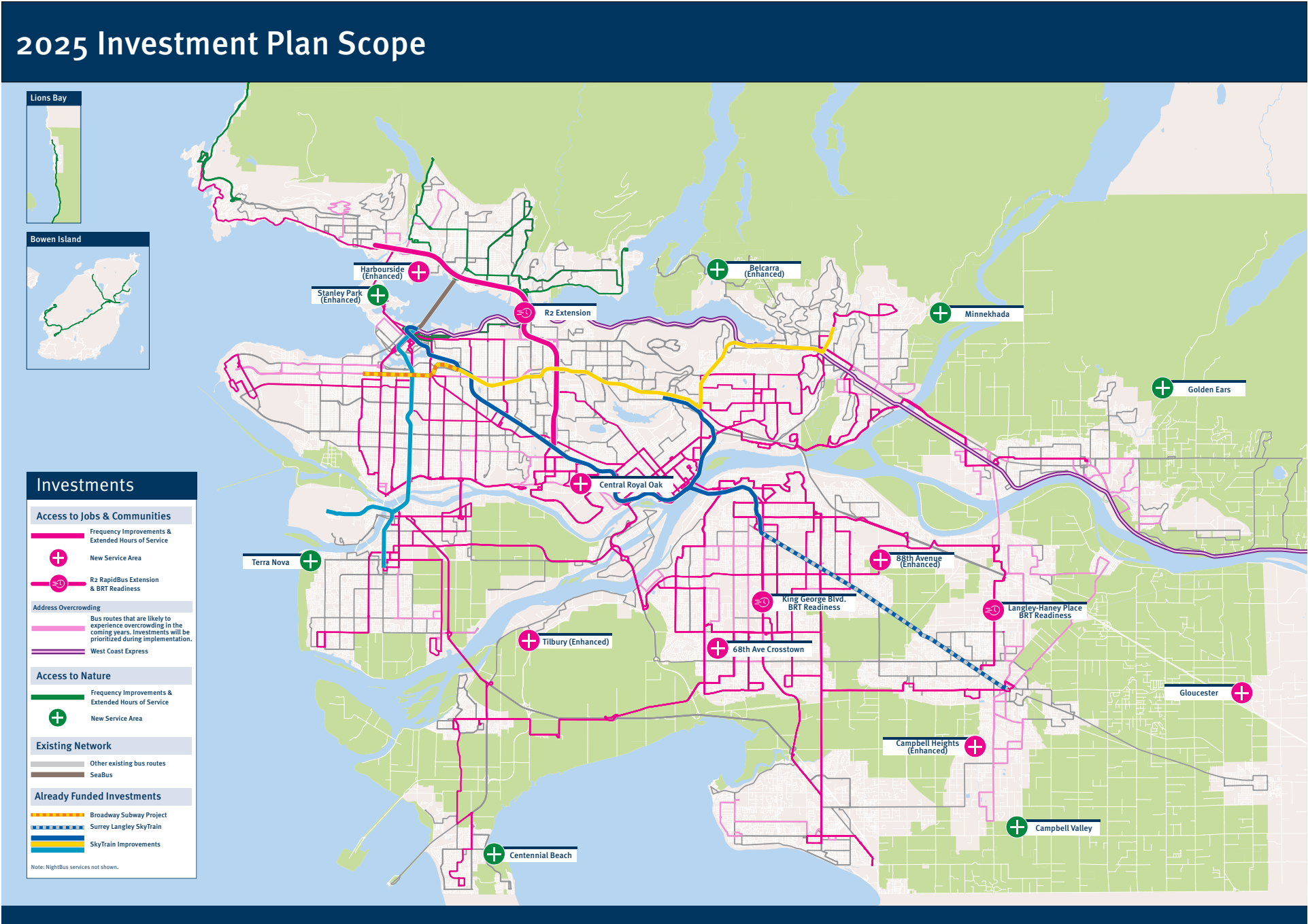
This plan adds additional bus service hours on the R1, 321, and 501 to support customer demand in preparation for King George Blvd BRT and Langley-Haney Place BRT.

R2 extension to Metrotown

The R2 Marine Drive RapidBus currently provides fast, frequent and reliable all-day service between Park Royal and Phibbs Exchange. This plan funds the delivery of the R2 RapidBus extension from its current terminus at Phibbs Exchange to Metrotown, a precursor to a future rapid transit connection to and from the North Shore. This extension will improve connections to the North Shore, provide easier access to SkyTrain, and build ridership in advance of BRT along the corridor. The R2 extension is expected to open in 2027.



Figure 4. Map of transit service improvements



Extending Streets and Roads Investments

Increase funding for the Major Road Network by 70 per cent, directed to pavement rehabilitation

Every year TransLink provides local governments with funding to operate, maintain, and rehabilitate the Major Road Network to ensure people and goods can keep moving along these key regional arteries.² Not only do these roads support personal vehicle travel, but the Major Road Network helps move over \$350 million of goods per day, and 70 per cent of the Major Network are the busiest transit corridors. Recognizing the increasing cost to maintain roads and increasing disrepair of pavement conditions, this plan will increase the annual amounts that TransLink provides to local governments for the Major Road Network by 70 per cent, directed to pavement rehabilitation. An additional \$47 million will be distributed for pavement rehabilitation, starting in 2026.³

Extend local government funding programs for one more year

This plan continues investments in walking, biking, rolling, and road safety infrastructure for another year – with nearly \$90 million³ of funding available in 2026 through the following programs:

- Walking Infrastructure to Transit (WITT): \$8 million
- Bicycle Infrastructure Capital Cost Sharing (BICCS): \$27 million
- Major Road Network and Bike (MRN-B): \$30 million
- Major Road Network Structures (MRN-S): \$21 million

This funding will help local governments and First Nations build accessible sidewalks near transit stations and stops, expand walking and biking networks, and implement other road safety improvements and investments that improve seismic and climate resiliency.

More reliable bus service, less time stuck in traffic

Traffic congestion results in delays for bus customers and makes delivering bus service more costly.⁴ Bus priority measures, such as dedicated lanes, queue jumps, and signal priority keep buses moving smoothly, improving travel times and cost efficiency.

This plan extends TransLink's Bus Speed and Reliability Program for one more year, with an additional \$13 million³ in 2026. Investments will be directed towards high-delay corridors and hotspots, to keep buses moving as quickly and reliably as possible.

² The [Major Road Network](#) is made up of over 2,600 km of regional roads that connect urban centres across the region. TransLink currently delivers \$65 million per year for Major Road Network Operations, Maintenance and Pavement Rehabilitation.

³ Figures are rounded and in year of expenditure dollars.

⁴ More congestion on any given route means that buses are moving more slowly, and that more buses must be added to the schedule to deliver the same service.

Funding the *2025 Investment Plan*

Building on our funding model

TransLink's current funding model relies primarily on transit fares, property tax, and motor fuel tax

TransLink's operations are primarily funded through transit fares, property tax, and motor fuel tax on gasoline and diesel sold in the region. TransLink also receives revenue from an off-street parking sales tax, a small levy on residential electricity, commercial revenues from system advertising, investment income, and other minor sources. Later this decade, TransLink anticipates modest distributions from the newly established real estate development program. Although not a permanent revenue source, TransLink has also received operating emergency relief funding from the Governments of Canada and B.C. during the pandemic and during post-pandemic recovery.

Capital funding is shared among the region, the Government of B.C., and the Government of Canada. TransLink funds its regional share of capital projects through borrowing, a regional development cost charge, taxes, and fares.

TRANSLINK IS COMMITTED TO FISCAL RESPONSIBILITY

TransLink has long been an efficient and cost-effective organization. In response to the structural deficit, TransLink initiated an independent review in 2024 to help enhance our operational efficiency and find any additional cost savings. This review found that TransLink has lower administrative costs than other comparable authorities and that there are limited opportunities to further reduce costs without cutting transit service. In June 2024, TransLink identified a series of efficiency measures, totaling approximately \$90 million per year, including corporate cost-cutting, revenue generation, and debt management optimization initiatives aimed at urgently addressing the funding gap.

In the 2025 budget, 86 per cent of TransLink's expenses are service-related. Administrative expenses make up the remaining 14 per cent, lower than the 17 to 20 per cent average for Canadian and U.S. transit agencies. To support funding this *2025 Investment Plan*, TransLink has committed to finding further efficiencies and cost-saving measures.

Prior to the *2025 Investment Plan*, TransLink faced a significant operating funding shortfall beginning in 2026, averaging more than \$600 million annually. There were three primary contributors – the first two of which were pandemic-related, followed by one longer-standing trend:

- **Lower transit fare revenues** due to a temporary decline in transit ridership during the pandemic combined with four years of previously approved transit fare increases that were cancelled or scaled back as a requirement of the 2020 federal/provincial relief funding to provide much-needed financial relief to households during the pandemic. While transit ridership overall has returned, the composition of ridership and fare products used on the system has changed, which has also resulted in less revenue from transit fares than forecast.
- **Higher costs** due to rising inflation that emerged during the pandemic. This has impacted nearly all facets of TransLink’s business, including labour, fuel, materials, and construction costs.
- **Declining fuel tax revenue** due to a faster-than-forecasted uptake of fuel-efficient, hybrid, and electric vehicles. With less gas- and diesel-powered vehicles on the road, funding contributions from motor vehicle users will continue to decline. Annual revenue from the regional motor fuel tax peaked in 2022, and by 2024 was already more than \$50 million per year lower than peak. This decline in fuel tax revenues has been happening faster than previously forecast and has contributed about \$1 billion dollars to the ten-year deficit relative to the *2018 Investment Plan*.

The *2022 and 2024 Investment Plans* ensured that TransLink remained financially stable through 2025, with emergency operating contributions from the Governments of B.C. and Canada, along with property tax and transit fare increases that balanced revenue with affordability constraints. This allowed time for the Mayors’ Council, TransLink Board of Directors, and the Government of B.C. to develop a longer-term funding solution.

Building on these previous plans, the *2025 Investment Plan* makes significant progress in building towards a more sustainable funding model, as outlined in the following section.

A strong transportation system benefits everyone—so everyone should contribute to it

A strong transportation system supports the economy by connecting people to jobs, students to work, and goods to market. It reduces traffic congestion, ensures safety for users across all modes of travel, and improves overall wellbeing. Even people that do not use transit still benefit from a well-functioning transit system because it keeps our whole economy moving and gets people to jobs that we all rely on everyday, from hospitals, construction sites, grocery stores, and so on.

TransLink’s funding model is based on the premise that those that benefit from an effective regional transportation system should help to pay for it: transit users, motor vehicle users, and property owners.

We envision building on this existing model by:

- Recognizing that an additional beneficiary of a well-functioning transportation system is the broader economy. The regional and provincial economies benefit from a strong transportation system in Metro Vancouver.
- Increasing the contributions from each group to collectively address the structural deficit, aligned with the value they receive from the transportation system and their ability to pay.
- Recognizing that every level of government does, and should continue, to invest in transportation: regional, provincial and federal.

Summary of funding changes in the 2025 Investment Plan

Several changes in this 2025 Investment Plan will make significant progress towards a long-term funding solution: transit fare, property tax, and parking tax increases. In addition, a one-time operating contribution of \$312 million from the Province of British Columbia in early 2025 to help maintain services over the next three years and will transition to a new revenue toolsource(s) introduced in 2027, subject to approval of the Legislative Assembly, with full implementation in 2028. These changes are summarized in Table 1 and are detailed in the following sections.

Table 1. Summary of TransLink's current funding sources and changes in this investment plan.

Beneficiary Group	What contributions are already being made?	What's proposed to change in this Investment Plan?
Transit users	<ul style="list-style-type: none"> • Transit fares • Commercial revenues 	<ul style="list-style-type: none"> • Transit fare increases
Motor vehicle users	<ul style="list-style-type: none"> • Motor vehicle fuel tax • Off-street parking sales tax 	<ul style="list-style-type: none"> • Off-street parking sales tax increase
Property owners	<ul style="list-style-type: none"> • Property tax • Levy on residential electricity 	<ul style="list-style-type: none"> • Property tax increases
Broader economy	<ul style="list-style-type: none"> • Capital contributions from senior governments • Temporary operating emergency relief 	<ul style="list-style-type: none"> • Additional one-time operating contribution from the Province of B.C. • New revenue source(s) to be enabled by the Province in 2027, for access by TransLink to support services.

This Plan reduces the structural deficit and establishes a foundation to achieve long-term financial sustainability

The funding included in this *2025 Investment Plan* reduces our structural deficit by about half and ensures that we are fully funded until the end of 2027.

In addition, the Province has committed, subject to approval of the Legislative Assembly, to introduce a new revenue source(s) in 2027. If passed, the new source(s) is intended to begin in 2027 with full implementation in 2028 generating at least \$112 million per year in new revenue when fully implemented. The new source(s), when combined with the utilization of other existing revenue sources, is also intended to help TransLink fix the remaining structural deficit and make further progress on the *Access for Everyone* plan. TransLink and the Province will work together to develop the parameters and options for the new revenue source(s) to be introduced in 2027.

A new investment plan, drawing on increases to existing and the new revenue tool(s) will be required in 2027 to ensure that TransLink can fix the remaining deficit and make further progress on the *Access for Everyone* plan.

Operating revenues in the *2025 Investment Plan*

Transit revenue

Transit users contribute most to TransLink's funding model through transit fares. Annual increases to fare products ensure that fares keep pace with inflation.

In response to the pandemic and to support the Government of B.C.'s affordability and pandemic recovery objectives, TransLink cancelled a planned average 4.6 per cent fare increase in 2020 and held fare increases below inflation in 2021-2024, at an average 2.3 per cent per year. As a result, fares increases have remained low, despite higher than normal levels of inflation.

Changes to Transit Fares in the *2025 Investment Plan*

As part of the *2025 Investment Plan*, TransLink will make the following changes to transit fares: implement 2026 fare increase, followed by annual increases, standardize discounted products, and increase the Canada Line YVR AddFare (Table 2).

Table 2. Summary of transit fare changes.

What is changing in this Investment Plan	Why we are changing it
1. Fares to increase by an average of five per cent in 2026, followed by annual increases of two per cent.	<ul style="list-style-type: none"> Increased revenue will fill a portion of the structural deficit and help pay for an expansion of transit service.
2. Gradually standardize the discount rates between stored-value, concession and cash-equivalent products.	<ul style="list-style-type: none"> Make fares fairer and more consistent. Makes fare rates more legible and easier for customers to understand.
3. Increase the Canada Line YVR AddFare by \$1.50 (for a total of \$6.50) in 2026, followed by annual increases of two per cent.	<ul style="list-style-type: none"> The Canada Line YVR AddFare has not been increased since it was introduced in 2009. Helps fund the debt obligation for construction of the Canada Line to YVR, as originally intended.

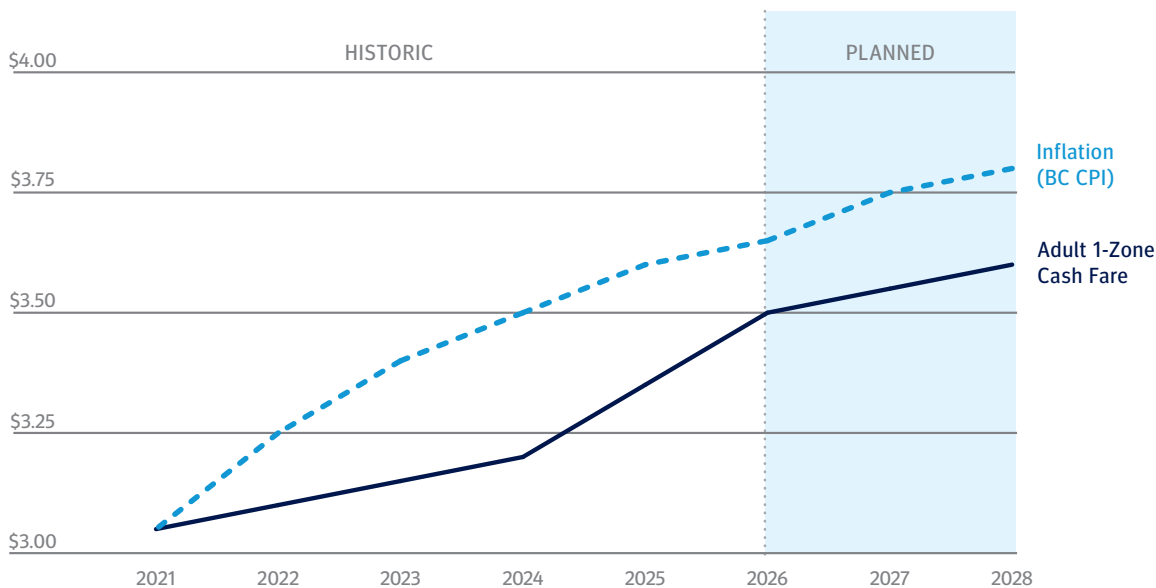
Table A11 outlines how these changes will impact every fare product type over the plan period. TransLink anticipates total fare revenues of \$2,225 million during 2025-2027.

Increasing fares by five per cent in 2026

The plan continues the average four per cent fare increase for 2025, as previously approved in *2024 Investment Plan*. It increases fares by an average of five per cent in 2026, or an additional two per cent compared to the *2024 Investment Plan*. Between 2027-2034, fare increases will continue to be held at an average two per cent annually, in line with the *2022 and 2024 Investment Plans*.

This will result in approximately \$0.14 increase for an average trip in 2026. This increase means fares will remain below long-term inflation (Figure 5) while providing critical additional revenue to ensure we can continue to provide safe and reliable service to our customers.

Figure 5. Transit fares compared to inflation since 2021.



Simplifying fares by standardizing discounts

Using Compass stored value instead of paying by cash allows transit users to take advantage of a discounted fare – intended to encourage Compass usage. This discount, however, currently varies slightly between one-, two-, and three-zone trips, due to the cumulative impact of rounding fares to the nearest nickel each year over many years. This plan will make fares more consistent by making the per cent discount on products the same across all zones for cash, stored value fares, and monthly passes. This standardization will be implemented gradually over a three-year period for most products to limit the impacts on customers as some products will increase slightly more than others.

For conventional transit fare products, these changes will mean that by 2028:

- Adult stored value products will be discounted 15 per cent off cash fare.
- Concession stored value products will be discounted 20 per cent off adult stored value fare.
- Concession day passes will be discounted 20 per cent off the adult day pass rate.
- Concession monthly passes will be discounted 40 per cent off the adult one zone monthly pass.

For West Coast Express fare products, these changes will mean that by 2030:

- Single journey adult stored value products will be discounted 15 per cent off cash fare.
- Single journey concession stored value products will be discounted 15 per cent off concession cash fare.
- Concession monthly passes will be 40 per cent off adult monthly pass.
- Concession fare single journey products will be 20 per cent off the equivalent adult product.

Increasing the Canada Line YVR AddFare

The Canada Line YVR AddFare is a fee added to certain trips leaving from YVR Airport, Sea Island Centre, and Templeton SkyTrain stations to support the cost of the Canada Line. The additional fee is paid by transit riders purchasing a fare product at Compass vending machines at those stations, Compass Card stored value, and tap to pay trips. Transit riders using monthly passes, and Compass tickets or day passes purchased elsewhere do not pay AddFare.

This plan increases the Canada Line YVR AddFare by \$1.50 in 2026, followed by annual increases of two per cent thereafter. The YVR AddFare has been unchanged since it was introduced at \$5 more than fifteen years ago and is intended to allow TransLink to meet its debt obligation associated with the YVR Funding Agreement. Increasing the AddFare will help TransLink meet this debt obligation.

Other transit revenue

Carbon credits

The Government of B.C.'s Low Carbon Fuel Standard entitles TransLink to report on its use of lower carbon fuels, including electricity, compressed natural gas and renewable natural gas when replacing diesel or gasoline. TransLink receives carbon credits associated with the use of these fuels and earns revenue through their transfer or sale.

Future revenue associated with carbon credits is included in the plan. This carbon credit revenue comes primarily through continued investment in fleet electrification through the Low Carbon Fleet Strategy. TransLink estimates earning a cumulative \$26 million in carbon credit revenue in 2025-2027.

Commercial activities

TransLink generates revenue from a variety of commercial activities, including from transit system advertising, property rentals, and park and ride lots. TransLink is continuing to explore new opportunities to generate additional commercial revenues. TransLink estimates \$ 107 million in commercial revenues in 2025-2027.

Property tax

Like other regions in Canada and internationally, a portion of property taxes collected in the region is used to support investments in transit, roads, bridges, and walking and cycling infrastructure. These investments create local benefits, such as facilitating access to employment, education, and other opportunities. The benefits that transportation investments generate can also increase underlying land values to the financial benefit of nearby property owners.

The TransLink property tax consists of two parts:

- Standard property tax with an annual 4.15 per cent escalator, and an annual development growth factor.
- Replacement tax, which is legislatively capped at \$18 million annually.

TransLink determines the total revenue amount to be raised through property tax per year, which is then levied on properties according to property type and assessed value.⁵

Changes to Property Tax in the 2025 Investment Plan

This plan makes the following changes to TransLink's property tax revenue, in addition to the continuation of 2024 tax levels approved in the *2024 Investment Plan*:

- In 2025, TransLink will raise an additional \$44 million in permanent property tax revenue.
- In 2027, TransLink will raise an additional \$160 million in permanent property tax revenue.

In 2025, the impact of the \$44 million increase equates to \$20 for the median-value residential property in the region (approximately \$900,000 property value). This increase represents approximately a 0.5 per cent rise in the total median-value residential property tax bill for 2025 compared to what they would have paid otherwise. In 2027, the impact of the \$160 million increase for the same \$900,000 valued property will be approximately \$75.

These changes are in addition to the annual 4.15 per cent total revenue escalator and annual development growth.

TransLink's property tax revenue also accounts for new development growth (new construction), as determined by BC Assessment Authority (Annual Development Growth (ADG)). ADG is an additional annual percentage increases to Standard Property Tax revenue. ADG quantifies the portion of the annual increase in assessed property value in Metro Vancouver resulting from new development and construction. This plan allows TransLink to assess property taxes based on an ADG of up to 3.36 per cent in 2025, up to 4.8 per cent in 2026, 4.4 per cent in 2027, and up to 3.3 per cent for each of the years 2028-2034.

In total, TransLink anticipates \$2,357 million from standard property tax and replacement tax revenues from 2025-2027.

⁵ Property values are determined by BC Assessment Authority.

Motor fuel tax

Under the *Motor Fuel Tax Act*, TransLink receives a portion of the tax assessed on clear gasoline and diesel fuel sold in Metro Vancouver (18.5 cents per litre, regardless of the price of fuel).

The *2025 Investment Plan* maintains the existing motor fuel tax rate at the maximum statutory limit of 18.5 cents per litre for the duration of the plan.

However, due to the growth in zero-emission and fuel-efficient vehicles, less fuel is being sold in the region and, correspondingly, less revenue is flowing to TransLink. Annual revenue from the regional motor fuel tax peaked in 2022, and by 2024 was already more than \$50 million per year lower than peak. This decline in fuel tax revenues has been happening faster than previously forecast and has contributed about \$1 billion dollars to the ten-year deficit relative to the *2018 Investment Plan*.

TransLink anticipates \$1,084 million in motor fuel tax revenues in 2025-2027.

Parking tax

TransLink currently applies a 24 per cent parking sales tax on all off-street paid parking (hourly, monthly, and annually) within TransLink’s service area in Metro Vancouver. The 2025 B.C. Budget includes proposed amendments to the *SCBCTA Act* to allow TransLink’s off-street parking tax rate to be increased from 24 per cent to 29 per cent.

Changes to Parking Tax in the 2025 Investment Plan

This plan anticipates an increase in the off-street parking sales tax rates from 24 per cent to 29 per cent, as would be allowable through upcoming amendments to the *SCBCTA Act* identified in [2025 B.C. Budget](#) and if approved by the Legislative Assembly. TransLink anticipates \$335 million in parking tax revenues over the period of 2025-2027.

Table 3 outlines the additional amount of tax that would be paid with the proposed parking tax increase.

Table 3. Parking tax increase impact

Example Off-Street Parking Price (tax inclusive)	Estimated Additional Parking Sales Tax (with 29 per cent tax rate)	Potential New Off-Street Parking Price ⁶ (tax inclusive)
\$5 (includes \$0.92 parking tax)	+\$0.19	\$5.20
\$10 (includes \$1.84 parking tax)	+\$0.38	\$10.40
\$15 (includes \$2.76 parking tax)	+\$0.58	\$15.60

⁶ Parking prices are ultimately set by parking vendors, estimates assume taxes are fully passed through to customers.

Levy on residential electricity

TransLink receives a \$1.90 per month fee on all residential electricity customers in Metro Vancouver, a statutory maximum rate. The plan maintains the power levy at this statutory maximum rate for the duration of the plan. TransLink anticipates collecting approximately \$72 million in power levy revenues in 2025-2027.

Senior government operating contributions

Since 2020, senior governments have provided over \$1.3 billion in temporary emergency operating relief in response to the pandemic and to support post-pandemic recovery.

Changes to Operating Contributions in the *2025 Investment Plan*

For the *2025 Investment Plan*, the Government of B.C. has committed to providing an additional one-time contribution of \$312 million, to help continue maintaining transit services over the 2025-2027 operating period and to support TransLink in implementing other revenue measures.

In addition, the Province has committed, subject to approval of the Legislative Assembly, to introduce a new revenue source(s) in 2027. If passed, the new source(s) is intended to begin in 2027 with full implementation in 2028 generating at least \$112 million per year in new revenue when fully implemented. The new source(s), when combined with the utilization of other existing revenue sources, is also intended to help TransLink fix the remaining structural deficit and make further progress on the *Access for Everyone* plan. TransLink and the Province will work together to develop the parameters and options for the new revenue source(s) to be introduced in 2027.

Revenues anticipated from government transfers

Revenues recognized from government transfers are estimated to be \$1,475 million during the 2025-2027 period, including:

- **Senior government capital contributions:** TransLink anticipates revenue of \$1,210 million from capital contributions from senior government in 2025-2027. Revenue from senior government capital funding is recognized over multiple years depending on agreements' terms. Related funding programs are outlined in more detail in the next section.
- **Canada Line operations:** TransLink receives an operating contribution from the Government of British Columbia. TransLink anticipates \$58 million in provincial contributions for the Canada Line in 2025-2027.
- **Golden Ears Bridge toll replacement revenue:** TransLink expects to recognize \$207 million of revenue from amortization of Golden Ears Bridge forgone toll revenue replacement in 2025-2027. This is a non-cash accounting revenue recognition, and these dollars are not available to fund operations.

- **Relief funding:** Previously unspent emergency relief funding from the Government of British Columbia will be applied in 2025 to help fund the priorities of *2024 and 2025 Investment Plans* and address urgent transit needs. After 2025, emergency relief funding is expected to be fully exhausted.

Revenue recoveries and other

TransLink anticipates a cumulative \$61 million in revenue recoveries and other revenues in 2025-2027. This includes recoveries for warranty work, revenue from adjacent development and gains or losses on capital assets disposals.

Amortization of deferred concessionaire credit

TransLink amortizes contributions made by the Canada Line concessionaire to design and construct the Canada Line in exchange for the right to operate over the concession term. This is a non-cash accounting revenue recognition, and these dollars are not available to fund operations. TransLink anticipates amortization of \$70 million from the deferred concessionaire credit in 2025-2027.

Investment income

TransLink earns interest on sinking funds, unspent capital contributions, debt reserve funds, and cash balances. A portion of investment income is restricted and cannot be used to fund operations. Restricted investment income is used according to the purpose of the underlying restricted funds, such as to augment sinking funds thus reducing the burden of debt service costs, and provide additional funding for Canada Community-Building Fund (CCBF) funded projects.

Unrestricted investment income is used to fund operations and augment other operating revenue streams. Unrestricted investment income is anticipated to be \$290 million in 2025-2027. Included in this amount is approximately \$66 million average annual income earned on invested funds from upfront GEB settlement. In total, TransLink anticipates \$401 million in investment income during 2025-2027.

Capital Funding and Partner Government Contributions in the *2025 Investment Plan*

The *2025 Investment Plan* includes capital funding from regional development cost charges and from federal, provincial, and regional funding programs. This funding allows for the region to improve the transportation system at a substantially lower cost to local taxpayers. The following sources are included in the *2025 Investment Plan*.

Provincial contributions

Provincial capital contributions are an important source of funding. This investment plan continues to recognize contributions from the Government of B.C. made in previous investment plans.

In 2025-2034, this Investment Plan recognizes \$582 million in capital contributions from the Government of B.C. See table A7c for a list of projects funded via provincial contributions.

Investing in Canada Infrastructure Program

The Investing in Canada Infrastructure Program (ICIP) was a federal funding program that aimed to strengthen communities and grow the economy by investing in expansion, rehabilitation, modernization, and optimization of public transit infrastructure. ICIP is administered through Bilateral Agreements with the provinces and territories. Applications are no longer accepted under the program, but it continues to provide funding for active previously approved projects in TransLink's portfolio.

Projects that were awarded ICIP funding that are still ongoing are recognized in this *2025 Investment Plan*. The plan includes federal funding of \$528 million and provincial funding of \$3 million through the ICIP program. Total funding expected from the ICIP program between 2025 and 2030 is \$531 million.

See Table A7a for a list of projects funded by the ICIP.

Canada Public Transit Fund – Baseline Stream

The Government of Canada announced a new Permanent Public Transit Fund, later renamed the Canada Public Transit Fund (CPTF), to deliver predictable and long-term funding to transit systems across Canada, starting in 2026. CPTF includes three funding streams: Baseline, Metro Region Agreement, and Targeted Funding.

In Fall 2024, the Government of Canada's Ministry of Housing, Infrastructure, and Communities announced that TransLink will receive \$66 million per year through the Baseline Funding Stream to support state of good repair investments, beginning in 2026, and amounting to \$664 million over the 10-year period. This plan assumes \$649 million contributions from the CPTF Baseline Stream in 2026-2034. See Table A7b for a list of projects expected to be funded by the CPTF Baseline Stream.

In March 2025, the Government of Canada announced that it is prepared to make available up to \$1,529 million of funding under Metro Regional Agreement Stream over 10 years. TransLink has applied for funding under this Stream. As details of this contribution have not been confirmed yet, the related amount has not been reflected in this Investment Plan.

Zero Emissions Transit Fund

The Government of Canada is funding public transit electrification through the Zero Emissions Transit Fund (ZETF) to reduce cost and implementation challenges associated with transition to zero-emissions vehicles. The Plan assumes \$114 million in project funding from the ZETF between 2025 and 2034. See Table A7d for a list of projects to be funded by the ZETF.

Canada Community-Building Fund

The Government of Canada provides ongoing and sustained funding for local infrastructure through the Canada Community-Building Fund (CCBF) (formerly Federal Gas Tax Fund). This funding is essential to supporting local infrastructure across Canada, including for transit in Metro Vancouver. Capital allocations of the CCBF for Metro Vancouver local governments are pooled into the Metro Vancouver Regional Fund (MVRF), which is used, in part, to support eligible regional transportation projects delivered by TransLink. This funding is administered by Metro Vancouver and approval from the Metro Vancouver Regional District Board is required to allocate the funding to eligible projects.

The current CCBF agreement was renewed on April 1, 2024, and will remain in place until March 31, 2034. The CCBF will primarily be used to advance TransLink's Low Carbon Fleet Strategy and is an essential funding source to help us meet GHG emission reduction targets. TransLink is intending to use this funding to procure over 850 conventional buses to maintain our services in a state of good repair.

Total funding cash flows expected from MVRF in 2025-2034 by TransLink are \$2,350 million. See Table A7e for a list of projects to be funded by the MVRF.

Development cost charges

Development cost charges (DCCs) are fees that real estate developers pay towards the capital costs of certain types of public infrastructure associated with growth. Because new development increases demand on public infrastructure, the purpose of DCCs is to ensure that a share of infrastructure costs is paid for by new development.

TransLink's DCCs are used to help pay for certain eligible public transit capital costs as shown in Appendix B. Local governments and other collection entities collect the DCCs from developers on behalf of TransLink when issuing approvals or permits for new development. The DCCs are collected throughout the entire Metro Vancouver transportation service region but are waived for certain types of affordable rental housing projects.

As outlined in the *SCBCTA Act*, TransLink has the authority to increase DCC rates with inflation for up to four years without needing approval of the Inspector of Municipalities. In 2023, TransLink obtained such an approval. As part of the approval process, it was ensured that the DCC rate increase was in line with rate of inflation and that it did not adversely impact the financial viability of the developments, land value for development sites, profit margins for new development projects or housing affordability. No additional increases to the DCCs beyond inflation were assumed in this plan.

In total, TransLink anticipates \$431 million from DCCs revenues in 2025-2034. See Table B1 for DCC eligible projects.

Real Estate Development and Investment Fund distributions

TransLink is advancing a real estate development program to leverage our existing property assets and funds to generate non-fare, non-taxation revenue. This revenue will support transit investment, enhance the network and overall customer experience, and support the Regional Growth Strategy.

The real estate development distributions in the plan come from the Real Estate Development and Investment Fund. This plan anticipates distributions from this fund to begin in 2028. This plan assumes \$22 million from the Real Estate Development and Investment Fund during 2025-2034.

Revolving Land Fund

TransLink applies proceeds from the sale of surplus property to the Revolving Land Fund. The Revolving Land Fund is a shared pool for proceeds, costs and equity associated with TransLink's real estate assets, and is used to fund future land acquisitions, real property improvements, development project costs, and other land-related costs required for operations and development. In 2025-2034, \$66 million of the Revolving Land Fund is expected to be utilized to acquire lands for capital projects.

Established borrowing limit

TransLink previously had an established borrowing limit of \$8.5 billion. The *2025 Investment Plan* increases the amount TransLink may borrow by \$2.2 billion, to the revised borrowing limit of \$10.7 billion. This supports TransLink's ability to deliver the regional share of capital expenditures in this plan. In accordance with the *SCBCTA Act*, the Mayors' Council has consulted with the Metro Vancouver Board of Directors on this change to the borrowing limit.

See Table A5 for the borrowing limit and gross direct borrowing by year, along with select financial policies.



Outcomes

Advancing regional and provincial goals

The new investments outlined in this *2025 Investment Plan* were identified as regional priorities in the [Access for Everyone](#) plan. They are aligned with [Transport 2050](#) and Metro Vancouver's [Metro 2050](#).

This plan makes progress on the five *Transport 2050* goals:

1. **Convenient**

- › Expanding frequent local fixed route transit service so that more people have access to convenient transit options.
- › Expanding the Major Transit Network by advancing design for three of the nine Bus Rapid Transit corridors.
- › Continuing funding for streets programs, make walking, biking, rolling, and taking transit more convenient.

2. **Reliable**

- › Making transit more reliable by addressing overcrowding and implementing bus priority measures helps minimize pass-ups and reduce time that buses are stuck in traffic.
- › Maintaining transportation infrastructure in a state of good repair ensures people and goods can travel reliably.

3. **Affordable**

- › Supporting the expansion of transit-oriented housing so that more people can choose to live close to frequent transit.
- › Improving access to jobs and services with improved transit and active transportation networks, which are low-cost transportation options.
- › Ensuring different beneficiaries of the transportation system pay their fair share.
- › Keeping transit fare increases no higher than inflation.

4. ***Safe and Comfortable***

- › Providing a comfortable transit experience by addressing overcrowding.
- › Improving safety through investments in streets programs helps address critical road, pedestrian, and cyclist safety improvements.

5. ***Carbon-free***

- › More and better transit service and expanded walking and cycling infrastructure will make low carbon transportation options easier for more people to choose.
- › Continuing to invest in the transition to a zero-emissions fleet.

This plan makes progress on Metro 2050 goals by:

1. ***Create a compact urban area*** – Investing in active transportation and transit service within the Urban Containment Boundary and between Urban Centres, and providing better access to regional parks.
2. ***Support a sustainable economy*** – Improving access and helping people and businesses connect to economic opportunity, including with new or improved services to industrial areas.
3. ***Protect the environment, address climate change, and response to natural hazards*** – Continuing to transition to a zero-emissions bus fleet and provide low-carbon transportation options.
4. ***Provide diverse and affordable housing choices*** – Making investments in low-cost transportation options helps reduce household expenses. TransLink's transit network supports the target to make 15 per cent of new housing around transit be affordable rental housing.
5. ***Support sustainable transportation choices*** – Investing in transit, walking, and cycling to make them more convenient choices supports adoption of more sustainable modes.

The Metro Vancouver region represents around 60 per cent of B.C.'s population and economy. The *2025 Investment Plan* supports critical provincial objectives, including the Government of B.C.'s commitments to:

- ***Housing affordability*** – Investing in TransLink's Major Transit Network supports the Transit Oriented Areas legislation, which allows for greater housing density at higher-order transit stations. Investing in TransLink's Frequent Transit Network supports the Small-Scale Multi-Unit Housing legislation, encouraging gentle densification and more housing choice in transit-supportive neighbourhoods.
- ***Climate action*** – Primarily through improving transit, walking, and biking access, which makes it easier to choose low carbon modes of travel. In addition, investing in the transition to a zero-emissions transit fleet as part of TransLink's Corporate Climate Action Strategy.
- ***Economic development*** – Investing in the regional transportation system supports the BC economy and aligns with the StrongerBC Plan.

Other plans and policies

TransLink continues to advance other initiatives that are critical to helping us reach our *Transport 2050* goals and support regional and provincial goals. Such initiatives include:

[Area Transport Plans](#)

[Project Partnership Agreements](#)

[TransLink's Climate Action Strategy](#)

[TransLink's Customer Experience Action Plan](#)

[Regional Cycling Strategy](#)

[Regional Goods Movement Strategy](#)

[Regional Youth Travel Strategy](#)

[TransLink's Equity, Diversity & Inclusion Framework](#)

[TransLink's Indigenous Relations Framework](#)



Consultation

The *South Coast British Columbia Transportation Authority (SCBCTA) Act* requires that TransLink consult with the following groups on the investment plan:

- The public in the transportation service region
- The Mayors' Council on Regional Transportation
- Metro Vancouver Regional District
- Any local government and other organization that TransLink considers will be affected

The *SCBCTA Act* also requires that, if an investment plan proposes an increase to the borrowing limit, the Mayors' Council must consult with the Metro Vancouver Regional District Board of Directors in advance of approving the investment plan.

During the development of the *2025 Investment Plan*, TransLink met these statutory requirements for consultation by:

- Inviting and capturing public feedback through an online feedback form, with promotion on TransLink's web page on social media channels, and the Buzzer Blog (140,000 distribution).
- Developing a detailed [Discussion Guide](#) to facilitate the public's understanding of the *2025 Investment Plan*.
- Translating a two-page Investment Plan Discussion Guide summary in Traditional Chinese, Simplified Chinese, and Punjabi.
- Hosting the feedback form, discussion guide, and related documents on the translinklistens.ca online portal.
- Providing a project voicemail inbox (778-375-7377) for those without internet access to both share their feedback and ask questions.
- Providing a dedicated email inbox to receive comments InvestmentPlan@translink.ca.
- Issuing a Media Info Bulletin to promote engagement.
- Providing information to regional organizations that span post-secondary student unions, boards of trade/chambers of commerce, seniors networks, and newcomer organizations to distribute to their members.

- Engaging by direct invitation the members of TransLink’s Access Transit Users’ Advisory Committee, and the HandyDART Users’ Advisory Committee.
- Providing information and inviting feedback on the draft *2025 Investment Plan* to the Metro Vancouver Board of Directors, including an in-person presentation.
- Providing updates to the Regional Transportation Advisory Council (RTAC), a forum for Metro Vancouver local governments and agencies with a transportation-related mandate.
- Holding meetings on proposed investments and funding sources with the TransLink Board of Directors and the Mayors’ Council on Regional Transportation.

TransLink will continue to consult with the public through development and implementation of individual projects, and through regular area planning updates.

Public Consultation



2675 Page Views



290 Feedback Comments



677 Document Downloads



19 Written Submissions

During the two-week engagement period, feedback on the TransLink Listens page included:

- **+2675 Aware** visitors (site visits)
- **+990 Informed** visitors (downloaded a document, visited multiple project pages, contributed to a tool)
- **+340 Engaged** visitors (participated in the survey)
- **+290** comments provided

Other feedback received included:

- **3** comments received through dedicated email inbox InvestmentPlan@translink.ca
- **1** voicemail comment received through dedicated project phone line

TransLink received at least **19** written submissions from external organizations, including:

- HUB Cycling
- Greater Vancouver Board of Trade
- BC Non-profit Housing Association / Co-op Housing Federation of BC

- Cloverdale District Chamber of Commerce
- North Vancouver Chamber of Commerce
- PCI Developments
- Moving in a Livable Region/ SFU Morris J Wosk Centre for Dialogue
- Progressive Intercultural Community Services (PICS) Society
- Council of Senior Citizens' Organizations of BC (COSCO)
- Simon Fraser University
- British Columbia Institute of Technology (BCIT)
- Langley Chamber of Commerce
- Tri-Cities Chamber of Commerce
- Destination Vancouver
- Inclusion Langley Society
- Kwantlen Polytechnic University
- Richmond Chamber of Commerce
- Surrey Board of Trade
- BC Poverty Coalition

We also asked respondents to tell us about their experience with learning about the components of the Investment Plan. We asked their level of agreement with the statement: **The 2025 Investment Plan information is presented in a way that's easy to understand.**

We heard that more than 8 in 10 respondents either somewhat or strongly agreed that the information provided about the Investment Plan was readily understood.

Analysis of Themes

Respondents were asked if they had any comments they wanted to share about the *2025 Investment Plan*. The following are the top themes from these comments (Table 4).

Table 4. Themes from public consultation

Topic/Theme	Comments	Top related Keywords
Transit Access and Equity Concerns	Concerns that the transit system fairly serves all communities and demographics, including some of our most vulnerable	<i>transit, service, bus, property taxes, fare increase, accessibility, equity</i>

Topic/Theme	Comments	Top related Keywords
Support for Bus Service and Maintaining Access	There is strong support for preserving bus routes and ensuring continued access to transit for daily needs like commuting and for vulnerable sectors of the population	<i>bus, save the bus, transit, work</i>
Need for Public Funding to Improve Transit Access	These comments advocate for ongoing and reliable public investment in transit infrastructure, particularly from Provincial and Federal levels.	<i>transit, service, public, provincial funding, federal funding</i>
General Need for Transit Improvements	Comments reflect broad calls for better public transit, notably in Vancouver, South of Fraser and the North Shore	<i>transit, people, need, public, South of Fraser, North Shore, Burrard Peninsula</i>
Cost and Fare Affordability Issues	Maintaining affordability is a key concern, with feedback highlighting worries about fare increases and financial accessibility.	<i>TransLink, transit, increase, make, service, affordability, fare increase</i>
Sustainable and Climate-Friendly Transportation	Respondents want transit investments to align with climate goals and reduce reliance on cars.	<i>bus, transit, route, routes, service, mode-share, environment</i>
Positive Sentiment on Transit Proposals	Many respondents shared general support for the proposals and expressed optimism about future improvements.	<i>transit, service, think, good, like, Save the Bus</i>
Regional Connections and Service Integration	Comments in this group focus on better linking transit services across cities and improving coordination between modes.	<i>need, North Shore, SkyTrain, service, options, South of Fraser</i>
Long-Term Planning and Investment Priorities	Focus on the need for forward-looking planning and smart investments to meet future transportation needs.	<i>fare, plan, people, investment, years, future, service levels matching growth</i>
Concerns about Service Frequency and Scheduling	Respondents want more frequent and reliable service, with specific mentions of shorter wait times and better scheduling.	<i>service, minutes, increases, 10, plan, reliability, frequency</i>

Looking Ahead to the Next Investment Plan

This *2025 Investment Plan* significantly reduces TransLink's structural funding deficit, keeping TransLink's operations fully funded through 2027, while delivering early investments for the *Access for Everyone* plan.

While this is important progress, the next investment plan, expected in 2027, will need to:

1. Eliminate the remaining structural deficit

Resolving the structural deficit ensures that TransLink can continue to deliver on the commitments established in this investment plan, including increased transit service levels and funding for roads. To make progress on this objective, the Mayors' Council and TransLink Board of Directors will continue to work with the Government of B.C. over the next 12-18 months on the new revenue source(s) (which will begin in 2027) and existing revenue sources to eliminate TransLink's remaining deficit and return TransLink to financial sustainability.

2. Advance a significant portion of the *Access for Everyone* plan

The *Access for Everyone* plan identifies the need for:

- › A doubling of bus service
- › Introducing new rapid transit on 11 corridors
- › Building out the Major Bikeway Network
- › And many more investments

These investments will have a transformative impact in making transportation more convenient, reliable, and safe. While this *2025 Investment Plan* makes early progress on some investments, the majority of the *Access for Everyone* plan remains unfunded, including bus rapid transit implementation.

In late March 2025, the Government of Canada announced up to \$1.529 billion in capital funding over 10 years through the [Canada Public Transit Fund Metro Region Agreement Stream](#). Though this falls short of what is required to realize the transit needs of Metro Vancouver, we remain committed to working with senior government partners to fund the *Access for Everyone* plan in upcoming investment plans.



Appendices

Financial Disclaimer

The following pages provide detailed financial summary of the investments and funding within the *2025 Investment Plan* to fulfill the requirements of the *South Coast British Columbia Transportation Authority Act*.

The purpose of the *2025 Investment Plan* is to reduce the size of TransLink's structural deficit, while also funding transit service expansion, extending streets and roads funding programs, and preparing for future funding of bus rapid transit. These investments will be funded with an increase to property tax, transit fares, and parking tax, and an operating contribution from the Province of B.C.

By legislation, an investment plan must be funded and balanced for the 10-year plan period. While the *2025 Investment Plan* keeps TransLink fully funded through 2027, it does not identify all revenue sources that would be required to fully fund expected expenditures through 2034. To meet this legislative requirement, the financial schedules in Appendix A show transit service and program reductions beginning in 2028.

TransLink is seeking to avoid implementing these service reductions by resolving any remaining funding shortfall through a new revenue source(s) to be enacted by the Province and leveraging existing regional revenue sources.

The service reductions shown in these financial tables are intended be illustrative to convey the scale of the expenditure reductions required to achieve a balanced plan. In the event that TransLink is faced with the necessity of significant expenditure reductions in 2028, we would undertake a thorough review of all programs and initiatives and implement expenditure reductions in every area of the business in order to minimize the impact on customer-facing transit service to the extent possible.

Due to lower than required amounts of revenue, the net debt to annual operating revenues ratio exceeds the policy limit starting in 2028. Additional revenues generated through new sustainable revenue tools will be required in the next investment plan, and should these additional revenues not materialize, capital expenditures will have to be reduced in future years.

The plan includes \$114 million in funding from the Zero Emissions Transit Fund, however, these funds are not yet active through agreements or called for applications. Should the Zero Emission Transit Fund application not be approved, TransLink would seek to increase funding through the Canada Community Building Fund. Otherwise, up to \$114 million in state of good repair, upgrades, and low carbon fleet projects would need to be deferred.

Appendix A provides summary financial schedules related to investments and funding.

Appendix B identifies a list of eligible projects to be funded through the regional Development Cost Charge.

A1: CONSOLIDATED STATEMENT OF FINANCIAL POSITION (in millions of dollars)										
At December 31	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
FINANCIAL ASSETS										
Cash and investments	1,153.1	782.3	507.7	442.7	467.2	482.6	419.3	362.1	366.8	420.8
Accounts receivable	220.2	231.2	264.9	264.5	276.5	288.7	301.2	314.0	327.8	342.1
Restricted cash and cash equivalents and investments	3,101.9	2,660.1	2,661.5	2,221.1	2,366.1	2,220.1	2,645.8	3,448.9	3,935.0	4,485.0
Debt reserve deposits	21.5	12.0	7.7	6.2	3.8	3.8	3.9	3.9	4.0	4.1
Financial assets total	4,496.7	3,685.6	3,441.8	2,934.5	3,113.6	2,995.2	3,370.2	4,128.9	4,633.6	5,252.0
LIABILITIES										
Accounts payable and accrued liabilities	449.7	518.0	558.1	456.5	471.4	481.6	469.0	468.0	478.8	492.4
Debt	3,633.8	4,971.1	6,614.9	7,737.3	8,895.8	9,347.8	9,764.1	10,058.8	10,278.9	10,415.7
Deferred government transfers	3,790.9	3,664.9	3,582.5	3,312.8	3,105.0	2,910.2	2,737.8	2,927.5	2,813.6	2,614.8
Golden Ears Bridge contractor liability	942.7	917.7	889.3	857.1	821.0	780.6	735.5	685.5	630.1	569.0
Deferred concessionaire credit	339.5	316.2	292.9	269.6	246.3	223.0	199.8	176.4	153.2	129.9
Employee future benefits	151.3	159.7	169.8	181.6	194.6	208.5	223.3	239.0	255.7	273.6
Deferred revenue and deposits	348.9	265.6	114.6	114.4	119.6	124.9	130.3	135.9	141.8	148.0
Deferred lease inducements	11.2	10.3	9.4	7.8	6.1	4.3	2.3	0.3	-	-
Liabilities total	9,668.0	10,823.5	12,231.5	12,937.1	13,859.8	14,080.9	14,262.1	14,691.4	14,752.1	14,643.4
Net debt	(5,171.3)	(7,137.9)	(8,789.7)	(10,002.6)	(10,746.2)	(11,085.7)	(10,891.9)	(10,562.5)	(10,118.5)	(9,391.4)
NON-FINANCIAL ASSETS										
Tangible capital assets	7,739.9	9,578.2	11,447.1	13,032.3	14,048.8	14,345.7	14,013.2	13,482.6	12,990.8	12,562.4
Supplies inventory	178.9	240.7	341.7	472.3	558.6	726.9	765.2	804.7	809.8	659.7
Prepaid expenses	62.3	67.0	69.8	62.7	65.5	64.5	65.0	65.1	65.5	68.5
Non-Financial assets total	7,981.1	9,885.9	11,858.6	13,567.3	14,672.9	15,137.1	14,843.4	14,352.4	13,866.1	13,290.6
Accumulated surplus	2,809.8	2,748.0	3,068.9	3,564.7	3,926.7	4,051.4	3,951.5	3,789.9	3,747.6	3,899.2

A2: CONSOLIDATED STATEMENT OF OPERATIONS (in millions of dollars)											
For the year ended Dec 31	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2025 to 2034
REVENUES											
Taxation	1,167.9	1,235.3	1,444.4	1,508.9	1,577.9	1,651.9	1,730.8	1,812.9	1,900.1	1,994.0	16,024.1
Fuel tax	366.5	362.2	355.7	349.0	342.0	334.6	326.6	315.5	303.1	290.5	3,345.7
Property tax	664.7	713.1	925.1	992.5	1,064.8	1,142.4	1,225.6	1,315.0	1,410.8	1,513.6	10,967.6
Standard Property Tax: Previous Year + 4.15%	601.3	692.2	742.7	963.5	1,033.7	1,109.0	1,189.8	1,276.5	1,369.5	1,469.3	10,447.5
Standard Property Tax: Additional	63.4	20.9	182.4	29.0	31.1	33.4	35.8	38.5	41.3	44.3	520.1
Replacement tax	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	180.0
Parking Rights	94.9	118.1	121.5	124.9	128.3	131.7	135.1	138.5	141.9	145.3	1,280.2
Hydro levy	23.8	23.9	24.1	24.5	24.8	25.2	25.5	25.9	26.3	26.6	250.6
Transit	747.4	789.9	829.1	702.8	737.0	769.3	797.5	825.6	857.0	885.9	7,941.5
Fares	705.6	741.7	777.2	646.9	672.9	702.3	727.7	754.1	782.1	809.3	7,319.8
Other transit	41.8	48.2	51.9	55.9	64.1	67.0	69.8	71.5	74.9	76.6	621.7
Government transfers	431.3	549.9	806.2	651.1	538.9	436.7	371.2	374.6	396.0	404.6	4,960.5
Government transfers - Capital	285.1	373.6	551.6	561.5	448.7	344.3	279.6	282.3	303.0	310.9	3,740.6
Government transfers - Operating	19.2	19.2	19.2	19.2	19.2	20.7	19.2	19.2	19.2	19.2	193.5
Government Transfers - GEB and PM Tolls	68.5	69.1	69.8	70.4	71.0	71.7	72.4	73.1	73.8	74.5	714.3
Operating Contributions from the Province of B.C.	58.5	88.0	165.6	-	-	-	-	-	-	-	312.1
New Revenue Source(s)	-	-	25.0	112.5	117.0	121.7	126.5	131.6	136.9	142.3	913.5
Investment income	158.1	131.9	110.7	102.6	91.4	98.0	98.0	111.1	125.7	141.0	1,168.5
Development cost charges	39.2	40.2	41.0	41.8	42.7	43.5	44.4	45.3	46.2	47.1	431.4
Amortization of deferred concessionaire credit	23.3	23.3	23.3	23.3	23.3	23.3	23.3	23.3	23.3	23.3	233.0
Miscellaneous Income	15.8	16.4	46.8	14.7	151.4	15.0	153.2	132.5	126.7	385.4	1,057.9
Sub Total Continuing Operations Revenue	2,583.0	2,786.9	3,326.5	3,157.7	3,279.6	3,159.4	3,344.9	3,456.9	3,611.9	4,023.6	32,730.4
Gain on disposal	(10.3)	(4.9)	(3.3)	(0.3)	(0.3)	(0.3)	(0.3)	(0.3)	(0.3)	(0.3)	(20.6)
Revenues total	2,572.7	2,782.0	3,323.2	3,157.4	3,279.3	3,159.1	3,344.6	3,456.6	3,611.6	4,023.3	32,709.8

A2 CONTINUED: CONSOLIDATED STATEMENT OF OPERATIONS (in millions of dollars)											
For the year ended Dec 31	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2025 to 2034
EXPENSES											
Bus	1,063.2	1,161.6	1,214.1	916.3	943.3	957.4	975.9	997.3	1,018.7	1,038.8	10,286.6
Corporate	284.4	317.0	335.1	246.0	341.0	248.2	333.4	349.3	347.3	502.2	3,303.9
Rail	450.9	497.4	528.7	544.9	607.9	690.6	710.9	733.8	747.7	770.8	6,283.6
Roads and bridges	124.2	224.9	241.3	197.6	171.6	167.5	142.4	110.2	113.3	116.3	1,609.3
Transit Police	59.7	63.1	66.5	50.3	53.0	54.0	54.6	56.1	56.7	58.4	572.4
Amortization of tangible capital assets	268.8	269.0	316.2	403.4	490.6	630.3	827.2	919.6	915.7	927.2	5,968.0
Interest	213.7	191.9	200.1	214.5	231.9	258.9	372.9	423.9	434.7	438.6	2,981.1
Sub Total Continuing Operations Expenditures	2,464.9	2,724.9	2,902.0	2,573.0	2,839.3	3,006.9	3,417.3	3,590.2	3,634.1	3,852.3	31,004.9
Corporate - onetime expenditures	43.7	118.9	100.3	88.6	78.0	27.5	27.2	28.0	19.8	19.4	551.4
Expenses total	2,508.6	2,843.8	3,002.3	2,661.6	2,917.3	3,034.4	3,444.5	3,618.2	3,653.9	3,871.7	31,556.3
Surplus (Deficit) for the period (PSAB)	64.1	(61.8)	320.9	495.8	362.0	124.7	(99.9)	(161.6)	(42.3)	151.6	1,153.5
Accumulated Surplus, beginning of the year	2,745.7	2,809.8	2,748.0	3,068.9	3,564.7	3,926.7	4,051.4	3,951.5	3,789.9	3,747.6	
Accumulated Surplus, end of the year	2,809.8	2,748.0	3,068.9	3,564.7	3,926.7	4,051.4	3,951.5	3,789.9	3,747.6	3,899.2	

A3: CONSOLIDATED STATEMENT OF CHANGES IN NET DEBT (in millions of dollars)										
At December 31	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
SURPLUS	64.1	(61.8)	320.9	495.8	362.0	124.7	(99.9)	(161.6)	(42.3)	151.6
Acquisition of tangible capital assets	(1,168.3)	(2,107.3)	(2,185.1)	(1,988.6)	(1,507.1)	(927.2)	(494.6)	(389.1)	(423.9)	(498.8)
Amortization of tangible capital assets	268.8	269.0	316.2	403.4	490.6	630.3	827.2	919.6	915.7	927.2
	(899.5)	(1,838.3)	(1,868.9)	(1,585.2)	(1,016.5)	(296.9)	332.6	530.5	491.8	428.4
Change in Supplies Inventory	(5.1)	(61.8)	(101.0)	(130.6)	(86.3)	(168.3)	(38.3)	(39.5)	(5.1)	150.1
Change in Prepaid Expenses	(31.4)	(4.7)	(2.8)	7.1	(2.8)	1.0	(0.6)	-	(0.4)	(3.0)
	(36.5)	(66.5)	(103.8)	(123.5)	(89.1)	(167.3)	(38.9)	(39.5)	(5.5)	147.1
(Increase) Decrease in Net debt	(871.9)	(1,966.6)	(1,651.8)	(1,212.9)	(743.6)	(339.5)	193.8	329.4	444.0	727.1
Net Debt, beginning of year	(4,299.4)	(5,171.3)	(7,137.9)	(8,789.7)	(10,002.6)	(10,746.2)	(11,085.7)	(10,891.9)	(10,562.5)	(10,118.5)
Net debt, end of year	(5,171.3)	(7,137.9)	(8,789.7)	(10,002.6)	(10,746.2)	(11,085.7)	(10,891.9)	(10,562.5)	(10,118.5)	(9,391.4)

A4: CONSOLIDATED STATEMENT OF CASH FLOWS (in millions of dollars)											
Cash provided by / (used for):	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2025 to 2034
OPERATING TRANSACTIONS											
Surplus (deficit) for the year	64.1	(61.8)	320.9	495.8	362.0	124.7	(99.9)	(161.6)	(42.3)	151.6	1,153.5
Non-cash changes to operations	(132.2)	(221.1)	(347.7)	(264.3)	(59.4)	186.0	446.6	535.4	511.6	514.5	1,169.4
Changes in non-cash operating working capital	550.7	(84.4)	(238.1)	(213.5)	(67.9)	(149.9)	(43.9)	(32.0)	14.3	170.1	(94.6)
Cash provided by (used for) operating transactions	482.6	(367.3)	(264.9)	18.0	234.7	160.8	302.8	341.8	483.6	836.2	2,228.3
CAPITAL TRANSACTIONS											
Purchase of tangible capital assets	(1,168.3)	(2,107.3)	(2,185.1)	(1,988.6)	(1,507.1)	(927.2)	(494.6)	(389.1)	(423.9)	(498.8)	(11,690.0)
INVESTING TRANSACTIONS											
Decrease (increase) in restricted cash and cash equivalents and investments	480.6	441.8	(1.4)	440.4	(145.0)	146.0	(425.7)	(803.1)	(486.1)	(549.9)	(902.4)
Decrease (increase) in debt reserve deposits	1.4	9.6	4.3	1.5	2.4	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	18.7
	482.0	451.4	2.9	441.9	(142.6)	145.9	(425.8)	(803.2)	(486.2)	(550.0)	(883.7)
FINANCING TRANSACTIONS											
Debt proceeds	565.1	1,391.0	1,682.1	1,543.5	1,170.6	856.9	421.5	299.9	225.6	142.7	8,298.9
Repayments of debt	(501.1)	(30.2)	(19.9)	(410.2)	(6.8)	(401.8)	(1.8)	(1.8)	(1.8)	(1.8)	(1,377.2)
Repayment of Golden Ears Bridge contractor liability	(21.8)	(25.0)	(28.4)	(32.2)	(36.1)	(40.4)	(45.1)	(50.0)	(55.4)	(61.1)	(395.5)
Government transfers received for tangible capital additions	617.8	316.6	538.7	362.6	311.8	221.2	179.7	545.2	262.8	186.8	3,543.2
	660.0	1,652.4	2,172.5	1,463.7	1,439.5	635.9	554.3	793.3	431.2	266.6	10,069.4
Increase/(decrease) in cash and investments	456.3	(370.8)	(274.6)	(65.0)	24.5	15.4	(63.3)	(57.2)	4.7	54.0	(276.0)
Cash and investments, beginning of period	696.8	1,153.1	782.3	507.7	442.7	467.2	482.6	419.3	362.1	366.8	
Cash and investments, end of period	1,153.1	782.3	507.7	442.7	467.2	482.6	419.3	362.1	366.8	420.8	

A5: PROJECTED BORROWING COMPARED TO BORROWING LIMIT AND SELECT FINANCIAL RATIOS										
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Established Borrowing Limit - Gross Direct Debt	10,700.0	10,700.0	10,700.0	10,700.0	10,700.0	10,700.0	10,700.0	10,700.0	10,700.0	10,700.0
Gross Direct Debt	4,370.1	5,481.0	6,903.1	7,946.7	8,967.2	9,424.2	9,845.7	10,145.6	10,371.2	10,514.0
Net Debt ¹	4,544.3	5,732.9	7,162.4	8,399.3	9,230.4	9,714.0	9,737.8	9,610.2	9,381.0	9,040.5
Net Debt / Annual Operating Revenues (%) (< 300)	226.9	271.3	296.3	348.0	366.0	368.6	354.5	335.8	314.1	290.1
Gross Interest / Operating Revenues (%) (< 20)	10.7	9.1	8.3	8.9	9.2	9.8	13.6	14.8	14.6	14.1
Net Debt per capita (\$/capita) (< 3,500)	1,550.2	1,925.3	2,368.6	2,735.8	2,961.8	3,071.6	3,035.0	2,953.1	2,843.0	2,675.7
Accumulated Funding Resources (AFR)²	1,153.1	782.3	507.7	442.7	467.2	482.6	419.3	362.1	366.8	420.8
AFR as a percentage of Total Funding Requirements (%) ³	48.0	31.3	19.0	17.8	18.8	18.5	15.0	12.5	12.4	13.8
Minimum AFR required to meet Policy (%)	15.0	15.0	15.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum AFR required to meet Policy (\$)	360.0	375.4	401.6	297.6	298.7	313.7	335.4	348.7	355.9	365.5
Excess/(shortfall) from minimum	793.1	406.8	106.2	145.0	168.4	168.9	83.9	13.4	10.9	55.3
Accumulated Funding Resources Y/Y Change	456.3	(370.9)	(274.5)	(65.1)	24.5	15.4	(63.2)	(57.3)	4.7	54.0

¹Includes all Direct debt, net of sinking funds and debt reserve deposits and Indirect Debt

²AFR = Unrestricted Cash & Short Term Investments

³Funding Requirements = Total Expenses + Debt Service costs (excluding Depreciation and Capital funding to Municipalities)

A6: CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS WITH FUNDING (in millions of dollars)											
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Grand Total
TOTAL CAPITAL EXPENDITURES											
Bus											
Equipment	2.5	4.7	6.4	15.7	24.0	27.3	23.6	8.3	-	-	112.5
Facilities	15.2	49.1	21.8	11.0	6.8	-	-	-	-	-	103.9
Infrastructure	204.3	468.8	383.9	219.2	84.6	61.1	61.6	66.2	69.6	74.0	1,693.3
Technology	22.2	28.8	20.3	32.9	39.9	21.9	4.5	-	-	-	170.5
Vehicles	105.7	215.6	463.3	535.4	477.7	272.3	116.4	122.9	167.5	189.3	2,666.1
Bus Total	349.9	767.0	895.7	814.2	633.0	382.6	206.1	197.4	237.1	263.3	4,746.3
Rail											
Equipment	27.2	33.9	22.6	13.0	6.5	4.4	3.7	4.1	4.2	4.3	123.9
Facilities	126.7	198.6	157.4	125.1	53.1	3.9	-	-	-	-	664.8
Infrastructure	332.1	641.9	607.3	576.1	519.8	264.3	95.2	77.3	83.6	82.4	3,280.0
Technology	36.7	116.0	165.8	190.5	167.5	190.4	126.2	53.6	36.3	25.8	1,108.8
Vehicles	154.6	301.8	277.5	270.1	178.3	52.0	10.8	10.4	33.5	90.0	1,379.0
Rail Total	677.3	1,292.2	1,230.6	1,174.8	925.2	515.0	235.9	145.4	157.6	202.5	6,556.5
Corporate											
Equipment	5.3	9.7	4.5	0.4	0.3	0.3	0.3	0.5	0.6	0.4	22.3
Facilities	42.2	65.7	60.4	51.9	39.5	13.8	-	-	-	-	273.5
Infrastructure	8.1	25.1	39.6	50.1	38.8	23.5	20.7	13.3	11.0	10.3	240.5
Technology	44.5	72.2	60.9	57.8	41.2	30.8	29.2	28.4	24.1	19.8	408.9
Vehicles	1.7	1.8	0.5	0.2	0.4	1.0	2.3	2.7	1.8	1.1	13.5
Corporate Total	101.8	174.5	165.9	160.4	120.2	69.4	52.5	44.9	37.5	31.6	958.7
TL Owned Roads and Bridges											
Cycling	4.3	3.8	1.4	1.6	2.3	2.3	1.6	1.3	1.3	1.3	21.2
Bridges	1.8	1.8	0.9	0.6	0.2	0.1	0.1	-	-	-	5.5
TL Owned Roads and Bridges Total	6.1	5.6	2.3	2.2	2.5	2.4	1.7	1.3	1.3	1.3	26.7
Total Capital Expenditures Total											
Total Capital Expenditures Total	1,135.1	2,239.3	2,294.5	2,151.6	1,680.9	969.4	496.2	389.0	433.5	498.7	12,288.2

A6 CONTINUED: CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS WITH FUNDING (in millions of dollars)											
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Grand Total
TOTAL INFRASTRUCTURE CONTRIBUTIONS											
Municipal Owned Walking and Cycling											
Walking	5.7	6.4	5.8	7.6	6.4	5.8	3.3	-	-	-	41.0
Regional Cycling	13.6	21.2	19.6	20.3	18.6	19.3	12.1	1.8	1.9	2.0	130.4
Municipal Owned Walking and Cycling Total	19.3	27.6	25.4	27.9	25.0	25.1	15.4	1.8	1.9	2.0	171.4
Municipal Owned Roads											
MRN Pavement Rehab	17.2	69.0	73.1	29.6	30.5	31.6	32.7	33.7	34.7	35.8	387.9
MRN Upgrade	22.6	40.1	46.4	43.3	25.7	23.4	12.8	-	-	-	214.3
MRN Seismic	6.0	15.1	23.0	25.5	19.3	15.8	8.6	-	-	-	113.3
Municipal Owned Roads Total	45.8	124.2	142.5	98.4	75.5	70.8	54.1	33.7	34.7	35.8	715.5
Total Infrastructure Contributions Total	65.1	151.8	167.9	126.3	100.5	95.9	69.5	35.5	36.6	37.8	886.9
Total Capital Expenditures and Infrastructure Contributions	1,200.2	2,391.1	2,462.4	2,277.9	1,781.4	1,065.3	565.7	424.5	470.1	536.5	13,175.1

A6 CONTINUED: CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS WITH FUNDING (in millions of dollars)											
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Grand Total
FEDERAL											
Investing in Canada Infrastructure Program (ICIP)	(172.9)	(192.6)	(66.1)	(34.4)	(43.6)	(18.1)	-	-	-	-	(527.7)
Canada Public Transit Fund (CPTF) – Baseline Stream	-	(47.1)	(87.3)	(69.3)	(71.2)	(71.3)	(71.8)	(59.5)	(83.5)	(88.1)	(649.1)
Zero Emissions Transit Fund (ZETF)	-	(34.2)	(57.0)	(22.8)	-	-	-	-	-	-	(114.0)
FEDERAL Total	(172.9)	(273.9)	(210.4)	(126.5)	(114.8)	(89.4)	(71.8)	(59.5)	(83.5)	(88.1)	(1,290.8)
PROVINCIAL											
Investing in Canada Infrastructure Program (ICIP)	(1.0)	(1.6)	(0.6)	-	-	-	-	-	-	-	(3.2)
Other	(8.0)	(87.6)	(76.7)	(151.9)	(153.8)	(41.5)	-	-	-	-	(519.5)
Broadway Subway Project - Support Agreement (BSP-SA)	(7.9)	(23.5)	(21.4)	(6.3)	(0.1)	-	-	-	-	-	(59.2)
PROVINCIAL Total	(16.9)	(112.7)	(98.7)	(158.2)	(153.9)	(41.5)	-	-	-	-	(581.9)
REGIONAL											
Canada Community Building Fund (CCBF)	(196.1)	(273.6)	(478.4)	(475.2)	(341.8)	(186.4)	(74.4)	(78.5)	(113.9)	(132.1)	(2,350.4)
Other	(0.9)	(0.9)	(0.2)	-	-	-	-	-	-	-	(2.0)
REGIONAL Total	(197.0)	(274.5)	(478.6)	(475.2)	(341.8)	(186.4)	(74.4)	(78.5)	(113.9)	(132.1)	(2,352.4)
Total Capital Funding	(386.8)	(661.1)	(787.7)	(759.9)	(610.5)	(317.3)	(146.2)	(138.0)	(197.4)	(220.2)	(4,225.1)
ANTICIPATED PROVINCIAL ASSETS INCLUDED ABOVE BY FUNDING SOURCE											
Federal	(1.0)	(1.6)	(0.6)	-	-	-	-	-	-	-	(3.2)
Provincial	(16.9)	(112.7)	(98.7)	(158.2)	(153.9)	(41.5)	-	-	-	-	(581.9)

A7A PROJECTS FUNDED BY INVESTING IN CANADA INFRASTRUCTURE PROGRAM (ICIP)

Project Group	Description
Expo-Millennium Upgrade Program	Expo and Millennium line support programs focused on maintaining current service levels and creating capacity for future expansion.
Facilities - OMC 5 (earlier stages works)	Operations Maintenance Centre 5 facility program required to create capacity to meet future demand. Earlier stages works include preloading, business case development, detailed design and commencement of implementation.
Rail & Power	Various Skytrain Rail & Power programs required to keep the system in a state of good repair and support future expansion.
Trolley Overhead Rectifier Program	Replacement and decommissioning of aging rectifier stations.
Facilities - Port Coquitlam Transit Centre	Port Coquitlam Transit Centre program required to maintain a state of good repair.
Stations and Bus Loops	Upgrades performed to Skytrain Stations and Bus Loops to maintain a state of good repair and to meet future requirements.
Facilities - Burnaby Transit Centre	Burnaby Transit Centre program required to maintain a state of good repair.
West Coast Express (WCE) Car Refurbishment	Refurbishment of West Coast Express cars in order to maintain a state of good repair.
Trolley On-Street Infrastructure Program	Programs to replace damaged, corroded, or aging Trolley Overhead components in order to avoid failures in the Trolley Overhead Network.
Equipment Replacements & Upgrades	Various equipment replacement and upgrade programs across TransLink's transit network required to maintain a state of good repair.

A7B PROJECTS FUNDED BY CANADA PERMANENT TRANSIT FUND (CPTF)

Project Group	Description
Facilities - Others	CMBC and BCRTC facility programs required to maintain a state of good repair and create capacity to meet future demand.
Skytrain Fleet Acquisition	Acquisition of new traincars in order to replace aging fleet.
Equipment Replacements & Upgrades	Various equipment replacement and upgrade programs across TransLink's transit network required to maintain a state of good repair.
Rail & Power	Various Skytrain Rail & Power programs required to keep the system in a state of good repair and support future expansion.
Trolley Overhead Rectifier Program	Replacement and decommissioning of aging rectifier stations.
Community Shuttle Replacement	Purchase of Community Shuttles.
HandyDART Replacement	Purchase of HandyDART.
West Coast Express (WCE) Car Refurbishment	Refurbishment of West Coast Express cars in order to maintain a state of good repair.
Trolley On-Street Infrastructure Program	Programs to replace damaged, corroded, or aging Trolley Overhead components in order to avoid failures in the Trolley Overhead Network.
Skytrain Infrastructure Replacements and Upgrades	Various infrastructure replacement and upgrade programs required to keep the Skytrain network in a state of good repair.

A7C PROJECTS FUNDED BY THE PROVINCE

Project Group	Description
Bus Expansion Vehicles and Infrastructure	Purchase of various types of buses to support expansion and supporting infrastructure, including for zero emissions transition.
Surrey Langley Skytrain (SLS) - Support services	TransLink's contribution to the development and construction of the Surrey Langley Skytrain extension.
Expo-Millennium Upgrade Program	Expo and Millennium line support programs focused on maintaining current service levels and creating capacity for future expansion.
Broadway Subway Project - Support Services	Support services required to successfully integrate the Broadway Subway Project with the existing Skytrain network.
Community Shuttle Expansion	Purchase of Community Shuttles.
Facilities - Others	CMBC and BCRTC facility programs required to maintain a state of good repair and create capacity to meet future demand.

A7D PROJECTS FUNDED BY ZERO EMISSIONS TRANSIT FUND (ZETF)

Project Group	Description
Facilities - Marpole	Construction of Marpole Transit Centre.

A7E PROJECTS FUNDED BY METRO VANCOUVER REGIONAL FUND (MVRF)		
Project Group	Program Year	Project name
BUS FLEET	2019	2020 Conventional Bus Expansion
	2020	2021 HandyDART Vehicle Expansion
		2021 Conventional Bus Expansion
		2021 Community Shuttle Expansion
	2021	2023 Conventional Bus Replacement
		2022 Community Shuttle Replacements
	2022	2023 Community Shuttle Replacements
		2023 Conventional Bus Replacement
	2023	2024 Conventional Bus Replacement
		Conventional Trolleybus Replacement
	2024	2025 Conventional Bus Replacement
		2026 Conventional Bus Replacement
		2028 - 2029 Conventional Bus Replacement
	2025	2027 Conventional Bus Replacement
	2026	2028 Conventional Bus Replacement
	2027	2029 Conventional Vehicles Replacement
	2029	2031 Conventional Bus Replacement
	2030	2032 Conventional Bus Replacement
	2031	2033 Conventional Bus Replacement
	2032	2034 Conventional Bus Replacement
	2033	2035 Conventional Bus Replacement
Equipment Replacements & Upgrades	2021	BCRTC Elevating Devices ARPg
Facilities - Marpole	2018	CMBC Marpole Transit Centre
Infrastructure	2021	PTC Infrastructure to Support Battery Electric Buses
	2023	PTC Infrastructure to Support Battery Electric Buses - Phase 2
Rail Fleet	2020	Mark 1 500-800 Refurbishment
Seabus Vessel	2022	Next Generation SeaBus Design

A8: MAJOR CAPITAL PROJECTS OVER \$50 MILLION (in millions of dollars)

[illegible]

A8 CONTINUED: MAJOR CAPITAL PROJECTS OVER \$50 MILLION (in millions of dollars)													
Project	Program Year	Total Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	
OTHER FLEET													
EMUP-Expo and Millennium Upgrade Prog Fleet Acquisition Ph 2	2019	769.0	150.0	269.5	181.6	114.2	50.2	3.2	0.2	0.1	-	-	
Mark II (1100-1200) Replacement	2026	362.0	-	25.1	85.1	133.2	94.5	24.1	-	-	-	-	
WCE Refurbishment	2027	83.7	-	-	5.8	19.7	30.8	21.8	5.6	-	-	-	
Mark II (1300-1400) Replacement	2033	108.4	-	-	-	-	-	-	-	-	24.6	83.8	
TECHNOLOGY													
Compass Modernization	2024	507.3	7.3	67.0	105.2	92.8	61.9	111.4	61.7	-	-	-	

A9 : CONVENTIONAL TRANSIT SERVICE LEVELS (thousands of service hours)											
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2025 to 2034
Bus	6,060	6,421	6,621	4,414	4,422	4,413	4,416	4,432	4,424	4,426	50,049
Seabus	14	14	14	9	9	9	9	9	9	9	105
Rail	1,449	1,511	1,633	1,305	1,434	1,599	1,600	1,603	1,598	1,599	15,331
Total Service Hours (excluding HandyDart)	7,523	7,946	8,268	5,728	5,865	6,021	6,025	6,044	6,031	6,034	65,485

A10 : CUSTOM TRANSIT SERVICE LEVELS (thousands of trips)											
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2025 to 2034
Total Trips*	1,449	1,449	1,466	953	953	953	953	953	953	953	11,035

*Trip breakdown between vehicle type is subject to change following the completion of the HandyDART Delivery Model Review

A11: TRANSIT FARE RATES												
			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
CONVENTIONAL TRANSIT												
Adult	Cash	1-Zone	\$3.35	\$3.50	\$3.55	\$3.60	\$3.65	\$3.70	\$3.75	\$3.85	\$3.95	\$4.05
		2-Zone	\$4.85	\$5.10	\$5.20	\$5.30	\$5.40	\$5.50	\$5.60	\$5.70	\$5.80	\$5.90
		3-Zone	\$6.60	\$6.70	\$6.85	\$7.00	\$7.15	\$7.30	\$7.45	\$7.60	\$7.75	\$7.90
Concession	Cash	1-Zone	\$2.25	\$2.30	\$2.40	\$2.45	\$2.50	\$2.55	\$2.60	\$2.65	\$2.70	\$2.75
		2-Zone	\$3.30	\$3.40	\$3.50	\$3.60	\$3.65	\$3.70	\$3.80	\$3.90	\$4.00	\$4.10
		3-Zone	\$4.50	\$4.60	\$4.70	\$4.75	\$4.85	\$4.95	\$5.05	\$5.15	\$5.25	\$5.35
Adult Daypass		All zones	\$11.95	\$12.55	\$12.80	\$13.05	\$13.30	\$13.55	\$13.80	\$14.10	\$14.40	\$14.70
Concession DayPass		All Zones	\$9.40	\$9.75	\$10.10	\$10.45	\$10.65	\$10.85	\$11.05	\$11.25	\$11.50	\$11.75
Canada Line YVR AddFare			\$5.00	\$6.50	\$6.65	\$6.75	\$6.90	\$7.05	\$7.20	\$7.30	\$7.45	\$7.60
Adult	Stored Value	1-zone	\$2.70	\$2.85	\$3.00	\$3.05	\$3.10	\$3.15	\$3.20	\$3.30	\$3.35	\$3.40
		2-zone	\$4.00	\$4.20	\$4.40	\$4.50	\$4.60	\$4.70	\$4.80	\$4.90	\$5.00	\$5.10
		3-zone	\$5.10	\$5.40	\$5.70	\$5.95	\$6.05	\$6.15	\$6.25	\$6.40	\$6.55	\$6.70
Adult	Monthly Pass	1-zone	\$111.60	\$117.20	\$119.55	\$121.95	\$124.40	\$126.90	\$129.45	\$132.05	\$134.70	\$137.40
		2-zone	\$149.25	\$156.70	\$159.85	\$163.05	\$166.30	\$169.65	\$173.05	\$176.50	\$180.05	\$183.65
		3-zone	\$201.55	\$211.65	\$215.90	\$220.20	\$224.60	\$229.10	\$233.70	\$238.35	\$243.10	\$247.95
Concession	Stored Value	1-zone	\$2.25	\$2.30	\$2.40	\$2.45	\$2.50	\$2.55	\$2.60	\$2.65	\$2.70	\$2.75
		2-zone	\$3.30	\$3.40	\$3.50	\$3.60	\$3.65	\$3.70	\$3.80	\$3.90	\$4.00	\$4.10
		3-zone	\$4.50	\$4.60	\$4.70	\$4.75	\$4.85	\$4.95	\$5.05	\$5.15	\$5.25	\$5.35
Concession	Monthly Pass	All zones	\$63.80	\$66.95	\$70.10	\$73.15	\$74.60	\$76.10	\$77.60	\$79.15	\$80.75	\$82.35

A11 CONTINUED: TRANSIT FARE RATES

			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
WEST COAST EXPRESS												
Adult	Cash, one-way	1-Zone	\$6.60	\$6.95	\$7.10	\$7.25	\$7.40	\$7.55	\$7.70	\$7.85	\$8.00	\$8.15
		2-Zone	\$6.60	\$6.95	\$7.10	\$7.25	\$7.40	\$7.55	\$7.70	\$7.85	\$8.00	\$8.15
		3-Zone	\$8.60	\$9.05	\$9.25	\$9.45	\$9.65	\$9.85	\$10.05	\$10.25	\$10.45	\$10.65
		4-Zone	\$10.50	\$11.05	\$11.25	\$11.50	\$11.75	\$12.00	\$12.25	\$12.50	\$12.75	\$13.00
		5-Zone	\$14.25	\$14.95	\$15.25	\$15.55	\$15.85	\$16.15	\$16.45	\$16.80	\$17.15	\$17.50
Adult	Cash, return ticket	1-Zone	\$12.50	\$13.15	\$13.40	\$13.65	\$13.90	\$14.20	\$14.50	\$14.80	\$15.10	\$15.40
		2-Zone	\$12.50	\$13.15	\$13.40	\$13.65	\$13.90	\$14.20	\$14.50	\$14.80	\$15.10	\$15.40
		3-Zone	\$16.55	\$17.40	\$17.75	\$18.10	\$18.45	\$18.80	\$19.20	\$19.60	\$20.00	\$20.40
		4-Zone	\$20.25	\$21.25	\$21.70	\$22.15	\$22.60	\$23.05	\$23.50	\$23.95	\$24.45	\$24.95
		5-Zone	\$27.05	\$28.40	\$28.95	\$29.55	\$30.15	\$30.75	\$31.35	\$32.00	\$32.65	\$33.30
Concession	Cash, one-way	1-Zone	\$4.00	\$4.35	\$4.70	\$5.05	\$5.55	\$6.00	\$6.10	\$6.20	\$6.30	\$6.45
		2-Zone	\$4.00	\$4.35	\$4.70	\$5.05	\$5.55	\$6.00	\$6.10	\$6.20	\$6.30	\$6.45
		3-Zone	\$5.05	\$5.60	\$6.15	\$6.65	\$7.30	\$7.90	\$8.05	\$8.20	\$8.35	\$8.50
		4-Zone	\$6.55	\$7.05	\$7.55	\$8.05	\$8.85	\$9.60	\$9.80	\$10.00	\$10.20	\$10.40
		5-Zone	\$8.85	\$9.55	\$10.25	\$10.90	\$11.95	\$12.95	\$13.20	\$13.45	\$13.70	\$13.95
Concession	Cash, return ticket	1-Zone	\$7.90	\$8.45	\$9.00	\$9.55	\$10.45	\$11.35	\$11.60	\$11.85	\$12.10	\$12.35
		2-Zone	\$7.90	\$8.45	\$9.00	\$9.55	\$10.45	\$11.35	\$11.60	\$11.85	\$12.10	\$12.35
		3-Zone	\$10.20	\$11.00	\$11.80	\$12.65	\$13.85	\$15.05	\$15.35	\$15.65	\$15.95	\$16.25
		4-Zone	\$12.80	\$13.70	\$14.60	\$15.50	\$17.00	\$18.45	\$18.80	\$19.20	\$19.60	\$20.00
		5-Zone	\$17.30	\$18.45	\$19.60	\$20.70	\$22.65	\$24.60	\$25.10	\$25.60	\$26.10	\$26.60

A11 CONTINUED: TRANSIT FARE RATES

			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
WEST COAST EXPRESS												
Adult	Stored Value, one way	1-Zone	\$5.50	\$5.70	\$5.95	\$6.15	\$6.30	\$6.40	\$6.55	\$6.70	\$6.85	\$7.00
		2-Zone	\$5.50	\$5.70	\$5.95	\$6.15	\$6.30	\$6.40	\$6.55	\$6.70	\$6.85	\$7.00
		3-zone	\$7.25	\$7.55	\$7.85	\$8.05	\$8.20	\$8.35	\$8.50	\$8.65	\$8.80	\$9.00
		4-zone	\$8.90	\$9.20	\$9.50	\$9.80	\$10.00	\$10.20	\$10.40	\$10.60	\$10.80	\$11.00
		5-zone	\$11.95	\$12.40	\$12.85	\$13.20	\$13.50	\$13.75	\$14.05	\$14.35	\$14.65	\$14.95
Adult	Stored Value, return pass	1-Zone	\$12.20	\$12.80	\$13.05	\$13.30	\$13.55	\$13.80	\$14.10	\$14.40	\$14.70	\$15.00
		2-Zone	\$12.20	\$12.80	\$13.05	\$13.30	\$13.55	\$13.80	\$14.10	\$14.40	\$14.70	\$15.00
		3-zone	\$15.65	\$16.45	\$16.80	\$17.15	\$17.50	\$17.85	\$18.20	\$18.55	\$18.90	\$19.30
		4-zone	\$19.35	\$20.30	\$20.70	\$21.10	\$21.50	\$21.95	\$22.40	\$22.85	\$23.30	\$23.75
		5-zone	\$25.90	\$27.20	\$27.75	\$28.30	\$28.85	\$29.45	\$30.05	\$30.65	\$31.25	\$31.90
Adult	Monthly Pass	1-Zone	\$180.80	\$189.85	\$193.65	\$197.50	\$201.45	\$205.50	\$209.60	\$213.80	\$218.10	\$222.45
		2-Zone	\$180.80	\$189.85	\$193.65	\$197.50	\$201.45	\$205.50	\$209.60	\$213.80	\$218.10	\$222.45
		3-zone	\$236.90	\$248.75	\$253.75	\$258.85	\$264.05	\$269.35	\$274.75	\$280.25	\$285.85	\$291.55
		4-zone	\$285.90	\$300.20	\$306.20	\$312.30	\$318.55	\$324.90	\$331.40	\$338.05	\$344.80	\$351.70
		5-zone	\$390.40	\$409.90	\$418.10	\$426.45	\$435.00	\$443.70	\$452.55	\$461.60	\$470.85	\$480.25
Concession	Stored Value, one-way	1-Zone	\$3.30	\$3.65	\$4.00	\$4.30	\$4.70	\$5.10	\$5.20	\$5.30	\$5.40	\$5.50
		2-Zone	\$3.30	\$3.65	\$4.00	\$4.30	\$4.70	\$5.10	\$5.20	\$5.30	\$5.40	\$5.50
		3-zone	\$4.50	\$4.90	\$5.30	\$5.65	\$6.20	\$6.70	\$6.85	\$7.00	\$7.15	\$7.30
		4-zone	\$5.40	\$5.90	\$6.40	\$6.85	\$7.50	\$8.15	\$8.30	\$8.45	\$8.60	\$8.75
		5-zone	\$7.35	\$8.00	\$8.65	\$9.25	\$10.10	\$11.00	\$11.20	\$11.40	\$11.65	\$11.90
Concession	Stored Value, return pass	1-Zone	\$7.65	\$8.20	\$8.75	\$9.30	\$10.20	\$11.05	\$11.25	\$11.50	\$11.75	\$12.00
		2-Zone	\$7.65	\$8.20	\$8.75	\$9.30	\$10.20	\$11.05	\$11.25	\$11.50	\$11.75	\$12.00
		3-zone	\$9.65	\$10.45	\$11.25	\$12.00	\$13.15	\$14.30	\$14.60	\$14.90	\$15.20	\$15.50
		4-zone	\$12.20	\$13.05	\$13.90	\$14.75	\$16.15	\$17.55	\$17.90	\$18.25	\$18.60	\$18.95
		5-zone	\$16.55	\$17.65	\$18.75	\$19.80	\$21.70	\$23.55	\$24.00	\$24.50	\$25.00	\$25.50
Concession	Monthly Pass	1-Zone	\$110.55	\$113.20	\$115.85	\$118.50	\$120.85	\$123.30	\$125.75	\$128.25	\$130.80	\$133.40
		2-Zone	\$110.55	\$113.20	\$115.85	\$118.50	\$120.85	\$123.30	\$125.75	\$128.25	\$130.80	\$133.40
		3-zone	\$146.35	\$149.35	\$152.35	\$155.30	\$158.45	\$161.60	\$164.85	\$168.15	\$171.50	\$174.95
		4-zone	\$180.25	\$182.65	\$185.05	\$187.40	\$191.15	\$194.95	\$198.85	\$202.85	\$206.90	\$211.05
		5-zone	\$252.05	\$253.35	\$254.65	\$255.85	\$261.00	\$266.20	\$271.50	\$276.95	\$282.50	\$288.15

A12: PROJECTED FARE REVENUE BY FARE TYPE (in millions of dollars)											
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2025 to 2034
Regular, Short Term Fares	101	107	111	86	89	94	97	101	105	109	1,000
Discounted, Short Term Fares	246	259	274	215	224	235	244	253	263	272	2,485
Non-Short Term Fares	217	229	239	187	194	204	212	220	228	237	2,167
Total	564	595	624	488	507	533	553	574	596	618	5,652
Short Term Fares as a Percentage of Total	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%
Program Revenues	142	147	153	159	165	169	175	180	186	191	1,667
Total Fare Revenues	706	742	777	647	672	702	728	754	782	809	7,319

A13: RIDERSHIP FORECAST (in millions of transit journeys)											
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2025 to 2034
Ridership	244.7	246.9	248.9	189.3	193.8	200.5	203.4	206.2	208.8	211.7	2,154.4
Annual Increase (over previous year)	1.6%	0.9%	0.8%	-23.9%	2.4%	3.4%	1.5%	1.4%	1.3%	1.4%	

A14 : MAJOR ROAD NETWORK EXPANSION (lane-kilometres, unless otherwise noted)											
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	
Length of the Major Road Network	2,700	2,727	2,754	2,782	2,810	2,838	2,866	2,895	2,924	2,953	
Annual Increase (Over Previous Year) (%)	0.8%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	

B1: REGIONAL TRANSPORTATION DEVELOPMENT COST CHARGES (DCC) ELIGIBLE PROJECTS										
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
SkyTrain Expansion and Upgrades										
SkyTrain Maintenance and Storage Capacity Expansion	✓	✓	✓	✓	✓	✓				
SkyTrain Control Center Expansion	✓	✓	✓	✓						
SkyTrain Systems Upgrades	✓	✓	✓	✓	✓	✓	✓			
SkyTrain Station Upgrades	✓	✓	✓	✓						
Broadway Subway Project	✓	✓	✓							
Surrey-Langley SkyTrain Project		✓	✓	✓	✓	✓				
SkyTrain Safety Program	✓	✓	✓	✓						
Compass System Upgrades	✓	✓	✓	✓	✓	✓	✓			
Bus Infrastructure Expansion and Upgrades										
Depot upgrades/expansion	✓	✓	✓	✓	✓					
Bus Speed and Reliability Projects	✓	✓								
Total Eligible Project Costs (in millions of dollars)	436.2	933	879.6	571.2	239.1	143.4	56.8			
DCC's Received (in millions of dollars)	39.2	40.2	41	41.8	42.7	43.5	44.4	45.3	46.2	47.1

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 157-2025

A Bylaw imposing Property Tax for the year 2025

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 157-2025

A Bylaw imposing Property Tax for the year 2025

WHEREAS pursuant to the *South Coast British Columbia Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region, as defined in the Act, other than land and improvements that are taxable for school purposes only by special act.

AND WHEREAS in assessing the tax the Authority must adopt a variable tax rate system in which individual tax rates are determined and imposed for each property class.

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. This Bylaw may be cited as the “South Coast British Columbia Transportation Authority 2025 Property Tax Bylaw Number 157-2025.”
2. In this Bylaw, “transportation service region” means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
3. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the variable rates set out in Schedule 1 attached thereto.
4. This Bylaw comes into force and takes effect on January 1, 2025.

READ A FIRST, SECOND AND THIRD TIME this April 30, 2025.

RECONSIDERED, PASSED AND FINALLY ADOPTED this April 30, 2025.

Original signed by Lorraine Cunningham, Chair
Lorraine Cunningham, Chair

Original signed by Jennifer Breeze, General Counsel & Corporate Secretary
Jennifer Breeze, General Counsel & Corporate Secretary

SCHEDULE 1 attached to and forming part of
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
2025 PROPERTY TAX BYLAW NUMBER 157-2025

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.3125
02	Utilities	2.4717
04	Major Industry	1.4949
05	Light Industry	0.7193
06	Business/Other	0.8959
08	Recreational and Non-Profit	0.2259
09	Farm	0.3381

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

PROPOSED BYLAW NUMBER

A Proposed Bylaw imposing 2026 Property Tax

WHEREAS pursuant to the *South Coast British Columbia Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region, as defined in the Act, other than land and improvements that are taxable for school purposes only by special act.

AND WHEREAS in assessing the tax the Authority must adopt a variable tax rate system in which individual tax rates are determined and imposed for each property class.

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. In this Bylaw, "transportation service region" means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
2. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the variable rates set out in Schedule 1 attached thereto.
3. This Bylaw may be cited as the "South Coast British Columbia Transportation Authority Proposed 2026 Property Tax Bylaw."
4. This Bylaw comes into force and takes effect on January 1, 2026.

READ A FIRST, SECOND AND THIRD TIME this _____ day of _____, _____.

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

Lorraine Cunningham, Chair

Jennifer Breeze, General Counsel & Corporate Secretary

SCHEDULE 1 attached to and forming part of
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED 2026 PROPERTY TAX BYLAW

<u>PROPERTY CLASS</u>		<u>TAX RATES*</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.3118
02	Utilities	2.4694
04	Major Industry	1.4529
05	Light Industry	0.6559
06	Business/Other	0.8942
08	Recreational and Non-Profit	0.2252
09	Farm	0.3374

*rates will be subject to the actual completed property tax assessment rolls

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

PROPOSED BYLAW NUMBER

A Proposed Bylaw imposing 2027 Property Tax

WHEREAS pursuant to the *South Coast British Columbia Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region, as defined in the Act, other than land and improvements that are taxable for school purposes only by special act.

AND WHEREAS in assessing the tax the Authority must adopt a variable tax rate system in which individual tax rates are determined and imposed for each property class.

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. In this Bylaw, "transportation service region" means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
2. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the variable rates set out in Schedule 1 attached thereto.
3. This Bylaw may be cited as the "South Coast British Columbia Transportation Authority Proposed 2027 Property Tax Bylaw."
4. This Bylaw comes into force and takes effect on January 1, 2027.

READ A FIRST, SECOND AND THIRD TIME this _____ day of _____, _____.

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

Lorraine Cunningham, Chair

Jennifer Breeze, General Counsel & Corporate Secretary

SCHEDULE 1 attached to and forming part of
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED 2027 PROPERTY TAX BYLAW

<u>PROPERTY CLASS</u>		<u>TAX RATES*</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.3793
02	Utilities	2.7054
04	Major Industry	1.6822
05	Light Industry	0.7290
06	Business/Other	1.0595
08	Recreational and Non-Profit	0.2884
09	Farm	0.4048

*rates will be subject to the actual completed property tax assessment rolls

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 158-2025

A Bylaw imposing Replacement Tax for the year 2025

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 158-2025

A Bylaw imposing Replacement Tax for the year 2025

WHEREAS pursuant to the *South Coast British Columbia Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region, as defined in the Act, other than land and improvements that are taxable for school purposes only by special act.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region if the additional tax generates property tax revenue that is not more than \$18 million in this fiscal year and the additional tax is collected only from property classes 1, 2, 4, 5 and 6 in whatever proportions the authority may determine.

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. This Bylaw may be cited as the “South Coast British Columbia Transportation Authority 2025 Replacement Tax Bylaw Number 158-2025.”
2. In this Bylaw, “transportation service region” means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
3. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the rates set out in Schedule 1 attached thereto.
4. This Bylaw comes into force and takes effect on January 1, 2025.

READ A FIRST, SECOND AND THIRD TIME this April 30, 2025.

RECONSIDERED, PASSED AND FINALLY ADOPTED this April 30, 2025.

Original signed by Lorraine Cunningham, Chair
Lorraine Cunningham, Chair

Original signed by Jennifer Breeze, General Counsel & Corporate Secretary
Jennifer Breeze, General Counsel & Corporate Secretary

SCHEDULE 1 attached to and forming part of
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
2025 REPLACEMENT TAX BYLAW NUMBER 158-2025

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.0016
02	Utilities	0.0639
04	Major Industry	0.0664
05	Light Industry	0.0565
06	Business/Other	0.0559

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

PROPOSED BYLAW

A Proposed Bylaw imposing 2026 Replacement Tax

WHEREAS pursuant to the *South Coast British Columbia Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region, as defined in the Act, other than land and improvements that are taxable for school purposes only by special act.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region if the additional tax generates property tax revenue that is not more than \$18 million in this fiscal year and the additional tax is collected only from property classes 1, 2, 4, 5 and 6 in whatever proportions the authority may determine.

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. In this Bylaw, "transportation service region" means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
2. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the rates set out in Schedule 1 attached thereto.
3. This Bylaw may be cited as the "South Coast British Columbia Transportation Authority Proposed 2026 Replacement Tax Bylaw."
4. This Bylaw comes into force and takes effect on January 1, 2026.

READ A FIRST, SECOND AND THIRD TIME this _____ day of _____, _____.

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

Lorraine Cunningham, Chair

Jennifer Breeze, General Counsel & Corporate Secretary

SCHEDULE 1 attached to and forming part of
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED 2026 REPLACEMENT TAX BYLAW

<u>PROPERTY CLASS</u>		<u>TAX RATES*</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.0015
02	Utilities	0.0591
04	Major Industry	0.0614
05	Light Industry	0.0522
06	Business/Other	0.0516

*rates will be subject to the actual completed property tax assessment rolls

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

PROPOSED BYLAW

A Proposed Bylaw imposing 2027 Replacement Tax

WHEREAS pursuant to the *South Coast British Columbia Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region, as defined in the Act, other than land and improvements that are taxable for school purposes only by special act.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region if the additional tax generates property tax revenue that is not more than \$18 million in this fiscal year and the additional tax is collected only from property classes 1, 2, 4, 5 and 6 in whatever proportions the authority may determine.

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. In this Bylaw, “transportation service region” means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
2. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the rates set out in Schedule 1 attached thereto.
3. This Bylaw may be cited as the “South Coast British Columbia Transportation Authority Proposed 2027 Replacement Tax Bylaw.”
4. This Bylaw comes into force and takes effect on January 1, 2027.

READ A FIRST, SECOND AND THIRD TIME this _____ day of _____, _____.

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

Lorraine Cunningham, Chair

Jennifer Breeze, General Counsel & Corporate Secretary

SCHEDULE 1 attached to and forming part of
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED 2027 REPLACEMENT TAX BYLAW

<u>PROPERTY CLASS</u>		<u>TAX RATES*</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.0014
02	Utilities	0.0545
04	Major Industry	0.0566
05	Light Industry	0.0482
06	Business/Other	0.0477

*rates will be subject to the actual completed property tax assessment rolls

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
BYLAW NUMBER 155-2024**

A BYLAW TO IMPOSE DEVELOPMENT COST CHARGES

Effective January 1, 2025

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**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
BYLAW NUMBER 155-2024**

WHEREAS:

A. Pursuant to Part 3.1 of the Act, the Authority may, by bylaw, impose development cost charges on every person who obtains approval of a Subdivision or a Building Permit authorizing the construction, alteration or extension of a building or structure that is within the Transportation Service Region;

B. Development cost charges provide funds to assist the Authority to pay the Capital Costs of Eligible Projects to service, directly or indirectly, the Development for which the charge is being imposed;

C. Pursuant to the Act, development cost charges are not payable in certain circumstances and the Authority may waive or reduce development cost charges for eligible developments;

D. Pursuant to South Coast British Columbia Transportation Authority Bylaw No. 124-2018, the Authority set development cost charges effective January 15, 2019. Pursuant to South Coast British Columbia Transportation Authority Bylaw No. 143-2021, the Authority set revised development cost charges effective January 1, 2022. Pursuant to South Coast British Columbia Transportation Authority Bylaw No. 151-2023, the Authority set revised development cost charges effective January 1, 2024. The Authority wishes to set further revised development cost charges pursuant to this Bylaw;

E. In setting development cost charges under this Bylaw, the Authority has taken the following into consideration:

- (a) future land use patterns and development;
- (b) the phasing of works and services;
- (c) how development designed to result in a low environmental impact may affect the Capital Costs of an Eligible Project;
- (d) whether the charges are excessive in relation to the Capital Costs of prevailing standards of service in the Transportation Service Region;
- (e) whether the charges will, in the Transportation Service Region:
 - (i) deter development;
 - (ii) discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land; or

- (iii) discourage development designed to result in a low environmental impact;

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. CITATION

- 1.(1) The official citation for this Bylaw is “South Coast British Columbia Transportation Authority Bylaw No. 155-2024”.
- 1.(2) This Bylaw may be cited as the “Development Cost Charge Bylaw No. 155-2024”.

2. INTERPRETATION

- 2.(1) Definitions. In this Bylaw (including the recitals hereto):

“**Act**” means the South Coast British Columbia Transportation Authority Act, SBC 1998, c. 30;

“**Adoption Date**” means the date on which the Board of Directors adopts this Bylaw;

“**Authority**” means the South Coast British Columbia Transportation Authority continued under the Act;

“**Apartment Dwelling Unit**” means a Dwelling Unit in a building or structure that consists or may consist of two or more storeys and contains or may contain four or more Dwelling Units, whereby the building or structure has a principal exterior entrance used in common for access to the Dwelling Units. Apartment Dwelling Unit does not include Dwelling Units that are Townhouse Dwelling Units;

“**Building Permit**” means any permit required by a Collection Entity that authorizes the construction, alteration or extension of a building or structure that is within the Transportation Service Region;

“**Capital Costs**” has the same meaning as in the Act;

“**Coach/Laneway House**” has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a detached building or structure containing one Dwelling Unit and constructed in the yard of a site on which is situate a Single Family Dwelling;

“**Collection Entity**” has the same meaning as in the Act;

“**Combination Development**” means any Development that comprises two or more of the following uses:

- (a) Single Family Dwelling;

- (b) Duplex;
- (c) Townhouse Dwelling Unit;
- (d) Apartment Dwelling Unit;
- (e) Retail/Service Use;
- (f) Office Use;
- (g) Institutional Use; and
- (h) Industrial Use;

“Community Charter” means the *Community Charter*, SBC 2003, c. 26;

“Development” means:

- (a) a Subdivision; or
- (b) the construction, alteration or extension of a building or structure for which a Building Permit is obtained;

“Duplex” means a building or structure that contains or may contain two Dwelling Units, each of which Dwelling Units has a direct exterior entrance and may contain one Secondary Suite, but neither of which Dwelling Units is itself a Secondary Suite;

“Dwelling Unit” means one or more rooms comprising a self-contained unit that is used or intended to be used for living and sleeping purposes and for which is provided cooking facilities, or the facilities for installation of cooking facilities, and one or more bathrooms having a sink or wash-basin, a water closet, and a shower or bath;

“Effective Date” means January 1, 2025;

“Eligible Project” has the same meaning as in the Act;

“Floor Area” means:

- (a) the floor area of the building or structure (measured from the outside edge of all exterior walls of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles; or
- (b) in the case of an alteration or extension of less than the entire building or structure, the portion of the building or structure to which the Building Permit applies (measured from the outside edge of any exterior walls in such portion of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles;

“Industrial Use” has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for the manufacture, processing, fabrication, assembly, storage, transportation, distribution, wholesale, testing, service, repair, wrecking, recycling or salvaging of goods, materials or things for direct use or resale to business customers, and not for the general public but does not include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Industrial Use;

“Institutional Use” has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for public functions including:

- (a) schools, and colleges and universities operated by duly incorporated federal or provincial societies exclusively as non-profit, charitable organization;
- (b) hospital;
- (c) community centre;
- (d) courts, police stations and jail;
- (e) libraries and museum; and
- (f) buildings or structures associated with public parks, public playgrounds, cemeteries and works yards;

but does not include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Institutional Use.;

“In-stream” has the same meaning as in the Act;

“Issuing Entity” has the same meaning as in the Act;

“Land Title Act” means the *Land Title Act*, RSBC 1996, c.250;

“Local Government Act” means the *Local Government Act*, RSBC 2015, c. 1;

“Municipal Charges” means development cost charges, infrastructure impact charges, or similar charges imposed by a Collection Entity under the Local Government Act, the Community Charter, the Vancouver Charter or the University Act, as the case may be;

“Non-Residential Use” means Retail/Service Use, Institutional Use, Office Use and Industrial Use;

“Office Use” has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for the provision of administrative, clerical, management, professional or technical services, but excludes such use(s) where they are ancillary to an Industrial Use, Institutional Use or Retail/Service Use;

“Parcel” means any lot, block or other area in which land is held or into which land is legally subdivided and for greater certainty, without limiting the foregoing, includes a strata lot under the Strata Property Act;

“Precursor Application” has the same meaning as in the Act;

“Rate Schedule” means the schedule of development cost charge rates that is attached as Schedule A to this Bylaw;

“Reserve Fund” means the reserve fund established pursuant to Section 5.(1), to which development cost charges are to be deposited pursuant to this Bylaw;

“Residential Use” means Single Family Dwelling, Duplex, Townhouse Dwelling Unit and Apartment Dwelling Unit;

“Retail/Service Use” has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for the sale or rental of goods or services, personal services, or the servicing and repair of goods and includes:

- (a) entertainment and recreation facilities;
- (b) commercial schools, including, without limitation, facilities which include instruction in the arts, sports, business, self-improvement, academics and trades;
- (c) service stations;
- (d) tourist accommodations and facilities’;
- (e) adult or child day-care centres;
- (f) Sleeping Units;
- (g) community care and congregate housing and care;
- (h) any use permitted as a commercial use;
- (i) uses ancillary to any commercial use located on the same Parcel that serves or enhances the commercial use;

but does not include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Retail/Service Use;

“Secondary Suite” has the meaning given to such term in the applicable bylaws of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means an accessory Dwelling Unit within a building of residential occupancy containing no more than two principal Dwelling Units;

“Single Family Dwelling” means a detached building or structure that contains one principal Dwelling Unit and may contain one Secondary Suite;

“Sleeping Units” means one or more rooms that do not contain cooking facilities used for the lodging of persons;

“Strata Property Act” means the *Strata Property Act*, SBC 1998, c. 43;

“Subdivision” means:

- (a) the division of land into two or more Parcels, whether by plan, apt descriptive words or otherwise under the Land Title Act; and
- (b) a subdivision under the Strata Property Act;

and includes the consolidation of two or more Parcels, and phased strata plans;

“Townhouse Dwelling Unit” means a Dwelling Unit in a building or structure that contains or may contain three or more Dwelling Units, each of which Dwelling Unit has a direct exterior entrance;

“Transportation Service Region” has the same meaning as in the Act;

“University Act” means the *University Act*, RSBC 1996, c. 468; and

“Vancouver Charter” means the *Vancouver Charter*, SBC 1953, c. 55.

2.(2) Statutory References. In this Bylaw, each reference to a statute is deemed to be a reference to that statute, as amended, re-enacted or replaced from time to time.

3. DEVELOPMENT COST CHARGES

3.(1) Application of Development Cost Charges. Subject to Section 3.(4) and Section 6, every person who obtains from the applicable Collection Entity:

- (a) approval of a Subdivision that is in the Transportation Service Region; or
- (b) a Building Permit;

must pay to that Collection Entity on behalf of the Authority, before or at the time of the approval of the Subdivision or the issuance of the Building Permit, the

applicable development cost charges at the rates effective as at the date of the approval of the Subdivision or the issuance of the Building Permit, as the case may, all as set out in this Bylaw.

- 3.(2) No Exemption. Without limiting the generality of Section 3.1, a Building Permit in Section 3.1(b) includes a permit authorizing the construction, alteration or extension of any building or structure that will, after the construction, alteration, or extension, contain one or more Dwelling Units and be put to no other use than the Residential Use in those Dwelling Units.
- 3.(3) Secondary Suites. Notwithstanding anything to the contrary contained in this Bylaw, development cost charges are not payable under this Bylaw for the construction, alteration or extension of one Secondary Suite in a Single Family Dwelling or Duplex or for the construction, alteration or extension of a Coach/Laneway House.
- 3.(4) Exemptions from Development Cost Charges. A development cost charge is not payable:
 - (a) in relation to a Development authorized by a Building Permit that authorizes the construction, alteration or extension of a building or part of a building that is, or will be, after the construction, alteration or extension, exempt from taxation under any of the following:
 - (i) section 220(1)(h) of the Community Charter;
 - (ii) section 224(2)(f) of the Community Charter;
 - (iii) section 15(1)(d) of the *Taxation (Rural Area) Act*, RSBC 1996, c. 448;
 - (iv) section 396(1)(c)(iv) of the Vancouver Charter; or
 - (v) a law of a treaty first nation that provides for an exemption similar to an exemption under paragraphs (i) to (iv) of this subsection;
 - (b) if a development cost charge has previously been paid for the same Development unless, as a result of further development, additional Capital Cost burdens will be imposed on the Authority;
 - (c) if the Development does not impose additional Capital Cost burdens on the Authority;
 - (d) in relation to the construction, alteration or extension of self-contained Dwelling Units in a building authorized by a Building Permit if:
 - (i) each unit is no larger in area than 29 square metres (312.153 sq. ft.), and

- (ii) each unit is to be put to no use other than the Residential Use in those Dwelling Units; or
 - (e) in relation to a Development authorized by a Building Permit if the value of the work authorized by the permit does not exceed \$50,000.
- 3.(5) Calculation of Development Cost Charges. Development cost charges imposed under this Bylaw will be calculated in accordance with the rates set out in the Rate Schedule.
- 3.(6) Combination Development. Without restricting the generality of Section 3.(5), the development cost charges for a Combination Development will be calculated separately for the portion of the Combination Development attributable to each Residential Use and Non-Residential Use and will be the sum of the development cost charges for each such use, calculated according to the Rate Schedule.
- 3.(7) Timing of Payment of Development Cost Charges. Development cost charges imposed under this Bylaw must be paid to the Collection Entity approving the Subdivision or issuing the Building Permit, as the case may be, as follows:
 - (a) at the same time as any Municipal Charges as may be levied on the Development under a bylaw of the Collection Entity are payable to that Collection Entity; or
 - (b) if no Municipal Charges will be levied on the Development under a bylaw of the Collection Entity, as follows:
 - (i) where an application is made only for Subdivision, then prior to the issuance of the approval of the Subdivision by the Collection Entity;
 - (ii) where an application is made only for a Building Permit, then prior to the issuance of the Building Permit by the Collection Entity; or
 - (iii) where application is made for both Subdivision and for a Building Permit, then only prior to the issuance of the Building Permit by the Collection Entity.
- 3.(8) Payment of Development Cost Charges by Instalments. The development cost charges imposed under this Bylaw may not be paid by instalments unless a regulation under subsection 34.21(5) of the Act applies to the Development and authorizes the payment of development cost charges in instalments.

4. COLLECTION AND REMITTANCE OF DEVELOPMENT COST CHARGES.

- 4.(1) Collection of Development Cost Charges by Collection Entities. Subject to Section 7.(1), each Collection Entity must:

- (a) collect the development cost charges imposed on a Development under this Bylaw; and
- (b) must not issue approval of a Subdivision or issue a Building Permit for any Development unless the development cost charges imposed under this Bylaw have been paid;

in accordance with Section 3.

- 4.(2) Separate Account. Subject to Section 7.(1), each Collection Entity must establish and maintain a separate account for the development cost charge monies collected under this Bylaw and deposit and hold such monies in that separate account, in trust for the Authority, until the monies are remitted to the Authority under Section 4.(3).
- 4.(3) Remittance of Development Cost Charges by Collection Entities. Each Collection Entity, within 30 days after June 30 and December 31 of each year, must remit to the Authority the total amount of development cost charges collected by the Collection Entity under this Bylaw during the six month period immediately preceding such date, or an amount equal to such development cost charges if the Collection Entity did not collect development cost charges under this Bylaw, together with the statement referred to in Section 4.(4).
- 4.(4) Statements. Each Collection Entity must provide statements to the Authority, for every six month period comprising January 1 to June 30 and July 1 to December 31, setting out:
 - (a) the number and type of use of all Residential Use Parcels or Dwelling Units on which development cost charges were levied or otherwise payable by it under this Bylaw;
 - (b) the aggregate Floor Area of each type of Non-Residential Use buildings or structures on which development cost charges were levied or otherwise payable by it under this Bylaw (calculated in accordance with the Rate Schedule);
 - (c) the legal description and civic address of each Parcel on which development cost charges were levied or otherwise payable by it under this Bylaw, and whether such development cost charges were levied or otherwise payable in respect of a Subdivision or a Building Permit;
 - (d) the date and amount of each payment of development cost charges levied or otherwise payable by it under this Bylaw and where Section 3.(8) applies to permit development cost charges levied under this Bylaw to be paid by instalments, the amount of instalment payments remaining to be paid to it and the dates for payment of such remaining instalments;

- (e) the total amount of all development cost charges levied or otherwise payable by it under this Bylaw and, where applicable, the total amount of all remaining instalment payments;
 - (f) the number, legal description, civic address and type of use of all Parcels in respect of which Subdivisions were approved where no development cost charges were levied by it under this Bylaw; and
 - (g) the number and type of use of all Dwelling Units and the aggregate Floor Area of each type of Non-Residential Use buildings or structures (calculated in accordance with the Rate Schedule) in respect of which Building Permits were required where no development cost charges were levied by it under this Bylaw.
- 4.(5) Records. Each Collection Entity shall retain, for a period of four years, sufficient records to support the statements and payments referred to in Sections 4.(3) and 4.(4).
- 4.(6) Inspection and Review of Collection Entity Records. The Authority may, at any time, subject to first giving reasonable notice to any Collection Entity, inspect any and all records of the Collection Entity relating to the information required under Section 4.(4), the calculation, collection and remittance by the Collection Entity of development cost charges levied under this Bylaw, and the calculation and remittance by the Collection Entity of any payments required under Section 4. Each Collection Entity shall permit any employee or agent of the Authority to inspect the records referred to above and to make and take away copies of those records.

5. RESERVE FUND AND USE OF DEVELOPMENT COST CHARGES

- 5.(1) Establishment of Reserve Fund. The Reserve Fund is hereby established.
- 5.(2) Amounts Received. Amounts received by the Authority under Section 3.(1) or Section 7.(1) must be deposited in, or be credited to, the Reserve Fund.

6. EFFECTIVE DATE AND TRANSITION.

- 6.(1) Effective Date. This Bylaw shall come into force on the Effective Date. South Coast British Columbia Transportation Authority Bylaw No. 151-2023 shall be repealed as of the Effective Date, except with respect to a Subdivision application described in Section 6.(2) below, in which case South Coast British Columbia Transportation Authority Bylaw No. 151-2023 shall continue to apply to such Subdivision application as and to the extent provided in Section 6.(2) below, and except with respect to a Building Permit application described in Section 6.(4) below, in which case South Coast British Columbia Transportation Authority Bylaw No. 151-2023 shall continue to apply to such Building Permit application as and to the extent provided in Section 6.(4) below. South Coast British Columbia Transportation Authority Bylaw No. 151-2023 shall be wholly repealed on the date that is 12 months after the Adoption Date.

6.(2) Transitional regarding Subdivision Applications. This Bylaw has no effect, and South Coast British Columbia Transportation Authority Bylaw No. 151-2023 shall continue to apply, for a period of 12 months after the Adoption Date with respect to:

- (a) a Subdivision of land located within a municipality if, before the Adoption Date, the application for such Subdivision has been submitted to a designated municipal officer in accordance with the applicable procedures established by the Collection Entity and the applicable subdivision fee has been paid;
- (b) subject to paragraph (c), a Subdivision of land located outside a municipality if, before the Adoption Date, the application for such Subdivision has been submitted to a district highway manager in a form satisfactory to that official; or
- (c) a Subdivision of land in respect of a parcel of treaty lands of a treaty first nation if, before the Adoption Date, the application for such Subdivision has been submitted to the approving officer and the applicable subdivision fee has been paid.

6.(3) Agreement with Applicant for Subdivision. Section 6.(2) does not apply if the applicant for that Subdivision agrees in writing that this Bylaw should have effect.

6.(4) Transitional regarding Building Permit Applications. This Bylaw has no effect, and South Coast British Columbia Transportation Authority Bylaw No. 151-2023 shall continue to apply, with respect to the construction, alteration or extension of a building or structure if:

- (a) the Building Permit authorizing that construction, alteration or extension is issued within 12 months after the Adoption Date; and
- (b) a Precursor Application in relation to that Building Permit is In-stream on the Adoption Date.

6.(5) Agreement with Applicant for Building Permit. Section 6.(4) does not apply if the applicant for that Building Permit agrees in writing that this Bylaw should have effect.

7. REPLACEMENT OF DEVELOPMENT COST CHARGES

7.(1) Collection Entity Agreements. Despite any other provision of this Bylaw, the Authority may, in accordance with section 34.31 of the Act, enter into an agreement or agreements with any Collection Entity under which:

- (a) all, some or some portion of the development cost charges under this Bylaw that would otherwise apply are not required to be collected and remitted by the Collection Entity; and

- (b) the Collection Entity agrees to pay to the Authority an amount equal to the development cost charges that the Collection Entity would have collected under this Bylaw but for such an agreement, in the manner and at the times set out in the agreement, or otherwise in the same manner and at the same times that development cost charges would otherwise have been payable.

7.(2) Failure to Remit Development Cost Charges. If a Collection Entity fails, for any reason, other than under an agreement under Section 7.(1), to collect any development cost charges payable under this Bylaw or to remit to the Authority any development cost charges collected by it, the Collection Entity must pay to the Authority on demand an amount equal to the development cost charges that the Collection Entity should have collected or remitted under this Bylaw.

8. INTERPRETATION

8.(1) Severability. If a portion of this Bylaw is held to be invalid it shall be severed and the remainder of the Bylaw shall remain in effect.

8.(2) Schedule. Schedule A is attached to and forms part of this Bylaw.

READ A FIRST, SECOND AND THIRD TIME this 4th day of December, 2024.

RECONSIDERED, PASSED AND FINALLY ADOPTED this 4th day of December, 2024.

Original signed by Lorraine Cunningham

Lorraine Cunningham, Chair

Original signed by Jennifer Breeze

Jennifer Breeze, General Counsel & Corporate Secretary

SCHEDULE A
DEVELOPMENT COST CHARGE BYLAW
RATE SCHEDULE

Type of Development	Rates effective January 1, 2025
Single Family Dwelling	\$3,330 per Dwelling Unit
Duplex	\$2,765 per Dwelling Unit
Townhouse Dwelling Unit	\$2,765 per Dwelling Unit
Apartment Dwelling Unit	\$1,729 per Dwelling Unit
Retail/Service	\$1.40 per sq. ft. of Floor Area*
Office	\$1.13 per sq. ft. of Floor Area*
Institutional	\$0.55 per sq. ft. of Floor Area*
Industrial	\$0.33 per sq. ft. of Floor Area*

*Calculated as the rate multiplied by the number of square feet of Floor Area

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED BYLAW**

A PROPOSED BYLAW TO IMPOSE 2026 DEVELOPMENT COST CHARGES

Effective January 1, 2026

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**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED BYLAW NUMBER**

WHEREAS:

A. Pursuant to Part 3.1 of the Act, the Authority may, by bylaw, impose development cost charges on every person who obtains approval of a Subdivision or a Building Permit authorizing the construction, alteration or extension of a building or structure that is within the Transportation Service Region;

B. Development cost charges provide funds to assist the Authority to pay the Capital Costs of Eligible Projects to service, directly or indirectly, the Development for which the charge is being imposed;

C. Pursuant to the Act, development cost charges are not payable in certain circumstances and the Authority may waive or reduce development cost charges for eligible developments;

D. Pursuant to South Coast British Columbia Transportation Authority Bylaw No. 124-2018, the Authority set development cost charges effective January 15, 2019. Pursuant to South Coast British Columbia Transportation Authority Bylaw No. 143-2021, the Authority set revised development cost charges effective January 1, 2022. Pursuant to South Coast British Columbia Transportation Authority Bylaw No. 151-2023, the Authority set revised development cost charges effective January 1, 2024. Pursuant to South Coast British Columbia Transportation Authority Bylaw No. 155-2024, the Authority set revised development cost charges effective January 1, 2025. The Authority wishes to set further revised development cost charges pursuant to this Bylaw;

E. In setting development cost charges under this Bylaw, the Authority has taken the following into consideration:

- (a) future land use patterns and development;
- (b) the phasing of works and services;
- (c) how development designed to result in a low environmental impact may affect the Capital Costs of an Eligible Project;
- (d) whether the charges are excessive in relation to the Capital Costs of prevailing standards of service in the Transportation Service Region;
- (e) whether the charges will, in the Transportation Service Region:
 - (i) deter development;
 - (ii) discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land; or

- (iii) discourage development designed to result in a low environmental impact;

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. CITATION

The official citation for this Bylaw is “South Coast British Columbia Transportation Authority Proposed Bylaw to Impose 2026 Development Cost Charges”.

- 1.(1) This Bylaw may be cited as the “Development Cost Charge Proposed 2026 Bylaw”.

2. INTERPRETATION

- 2.(1) Definitions. In this Bylaw (including the recitals hereto):

“**Act**” means the South Coast British Columbia Transportation Authority Act, SBC 1998, c. 30;

“**Adoption Date**” means the date on which the Board of Directors adopts this Bylaw;

“**Authority**” means the South Coast British Columbia Transportation Authority continued under the Act;

“**Apartment Dwelling Unit**” means a Dwelling Unit in a building or structure that consists or may consist of two or more storeys and contains or may contain four or more Dwelling Units, whereby the building or structure has a principal exterior entrance used in common for access to the Dwelling Units. Apartment Dwelling Unit does not include Dwelling Units that are Townhouse Dwelling Units;

“**Building Permit**” means any permit required by a Collection Entity that authorizes the construction, alteration or extension of a building or structure that is within the Transportation Service Region;

“**Capital Costs**” has the same meaning as in the Act;

“**Coach/Laneway House**” has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a detached building or structure containing one Dwelling Unit and constructed in the yard of a site on which is situate a Single Family Dwelling;

“**Collection Entity**” has the same meaning as in the Act;

“**Combination Development**” means any Development that comprises two or more of the following uses:

- (a) Single Family Dwelling;

- (b) Duplex;
- (c) Townhouse Dwelling Unit;
- (d) Apartment Dwelling Unit;
- (e) Retail/Service Use;
- (f) Office Use;
- (g) Institutional Use; and
- (h) Industrial Use;

“Community Charter” means the *Community Charter*, SBC 2003, c. 26;

“Development” means:

- (a) a Subdivision; or
- (b) the construction, alteration or extension of a building or structure for which a Building Permit is obtained;

“Duplex” means a building or structure that contains or may contain two Dwelling Units, each of which Dwelling Units has a direct exterior entrance and may contain one Secondary Suite, but neither of which Dwelling Units is itself a Secondary Suite;

“Dwelling Unit” means one or more rooms comprising a self-contained unit that is used or intended to be used for living and sleeping purposes and for which is provided cooking facilities, or the facilities for installation of cooking facilities, and one or more bathrooms having a sink or wash-basin, a water closet, and a shower or bath;

“Effective Date” means January 1, 2026;

“Eligible Project” has the same meaning as in the Act;

“Floor Area” means:

- (a) the floor area of the building or structure (measured from the outside edge of all exterior walls of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles; or
- (b) in the case of an alteration or extension of less than the entire building or structure, the portion of the building or structure to which the Building Permit applies (measured from the outside edge of any exterior walls in such portion of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles;

“Industrial Use” has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for the manufacture, processing, fabrication, assembly, storage, transportation, distribution, wholesale, testing, service, repair, wrecking, recycling or salvaging of goods, materials or things for direct use or resale to business customers, and not for the general public but does not include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Industrial Use;

“Institutional Use” has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for public functions including:

- (a) schools, and colleges and universities operated by duly incorporated federal or provincial societies exclusively as non-profit, charitable organization;
- (b) hospital;
- (c) community centre;
- (d) courts, police stations and jail;
- (e) libraries and museum; and
- (f) buildings or structures associated with public parks, public playgrounds, cemeteries and works yards;

but does not include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Institutional Use.;

“In-stream” has the same meaning as in the Act;

“Issuing Entity” has the same meaning as in the Act;

“Land Title Act” means the *Land Title Act*, RSBC 1996, c.250;

“Local Government Act” means the *Local Government Act*, RSBC 2015, c. 1;

“Municipal Charges” means development cost charges, infrastructure impact charges, or similar charges imposed by a Collection Entity under the Local Government Act, the Community Charter, the Vancouver Charter or the University Act, as the case may be;

“Non-Residential Use” means Retail/Service Use, Institutional Use, Office Use and Industrial Use;

“Office Use” has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for the provision of administrative, clerical, management, professional or technical services, but excludes such use(s) where they are ancillary to an Industrial Use, Institutional Use or Retail/Service Use;

“Parcel” means any lot, block or other area in which land is held or into which land is legally subdivided and for greater certainty, without limiting the foregoing, includes a strata lot under the Strata Property Act;

“Precursor Application” has the same meaning as in the Act;

“Rate Schedule” means the schedule of development cost charge rates that is attached as Schedule A to this Bylaw;

“Reserve Fund” means the reserve fund established pursuant to Section 5.(1), to which development cost charges are to be deposited pursuant to this Bylaw;

“Residential Use” means Single Family Dwelling, Duplex, Townhouse Dwelling Unit and Apartment Dwelling Unit;

“Retail/Service Use” has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for the sale or rental of goods or services, personal services, or the servicing and repair of goods and includes:

- (a) entertainment and recreation facilities;
- (b) commercial schools, including, without limitation, facilities which include instruction in the arts, sports, business, self-improvement, academics and trades;
- (c) service stations;
- (d) tourist accommodations and facilities’;
- (e) adult or child day-care centres;
- (f) Sleeping Units;
- (g) community care and congregate housing and care;
- (h) any use permitted as a commercial use;
- (i) uses ancillary to any commercial use located on the same Parcel that serves or enhances the commercial use;

but does not include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Retail/Service Use;

“Secondary Suite” has the meaning given to such term in the applicable bylaws of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means an accessory Dwelling Unit within a building of residential occupancy containing no more than two principal Dwelling Units;

“Single Family Dwelling” means a detached building or structure that contains one principal Dwelling Unit and may contain one Secondary Suite;

“Sleeping Units” means one or more rooms that do not contain cooking facilities used for the lodging of persons;

“Strata Property Act” means the *Strata Property Act*, SBC 1998, c. 43;

“Subdivision” means:

- (a) the division of land into two or more Parcels, whether by plan, apt descriptive words or otherwise under the Land Title Act; and
- (b) a subdivision under the Strata Property Act;

and includes the consolidation of two or more Parcels, and phased strata plans;

“Townhouse Dwelling Unit” means a Dwelling Unit in a building or structure that contains or may contain three or more Dwelling Units, each of which Dwelling Unit has a direct exterior entrance;

“Transportation Service Region” has the same meaning as in the Act;

“University Act” means the *University Act*, RSBC 1996, c. 468; and

“Vancouver Charter” means the *Vancouver Charter*, SBC 1953, c. 55.

2.(2) Statutory References. In this Bylaw, each reference to a statute is deemed to be a reference to that statute, as amended, re-enacted or replaced from time to time.

3. DEVELOPMENT COST CHARGES

3.(1) Application of Development Cost Charges. Subject to Section 3.(4) and Section 6, every person who obtains from the applicable Collection Entity:

- (a) approval of a Subdivision that is in the Transportation Service Region; or
- (b) a Building Permit;

must pay to that Collection Entity on behalf of the Authority, before or at the time of the approval of the Subdivision or the issuance of the Building Permit, the

applicable development cost charges at the rates effective as at the date of the approval of the Subdivision or the issuance of the Building Permit, as the case may, all as set out in this Bylaw.

- 3.(2) No Exemption. Without limiting the generality of Section 3.1, a Building Permit in Section 3.1(b) includes a permit authorizing the construction, alteration or extension of any building or structure that will, after the construction, alteration, or extension, contain one or more Dwelling Units and be put to no other use than the Residential Use in those Dwelling Units.
- 3.(3) Secondary Suites. Notwithstanding anything to the contrary contained in this Bylaw, development cost charges are not payable under this Bylaw for the construction, alteration or extension of one Secondary Suite in a Single Family Dwelling or Duplex or for the construction, alteration or extension of a Coach/Laneway House.
- 3.(4) Exemptions from Development Cost Charges. A development cost charge is not payable:
 - (a) in relation to a Development authorized by a Building Permit that authorizes the construction, alteration or extension of a building or part of a building that is, or will be, after the construction, alteration or extension, exempt from taxation under any of the following:
 - (i) section 220(1)(h) of the Community Charter;
 - (ii) section 224(2)(f) of the Community Charter;
 - (iii) section 15(1)(d) of the *Taxation (Rural Area) Act*, RSBC 1996, c. 448;
 - (iv) section 396(1)(c)(iv) of the Vancouver Charter; or
 - (v) a law of a treaty first nation that provides for an exemption similar to an exemption under paragraphs (i) to (iv) of this subsection;
 - (b) if a development cost charge has previously been paid for the same Development unless, as a result of further development, additional Capital Cost burdens will be imposed on the Authority;
 - (c) if the Development does not impose additional Capital Cost burdens on the Authority;
 - (d) in relation to the construction, alteration or extension of self-contained Dwelling Units in a building authorized by a Building Permit if:
 - (i) each unit is no larger in area than 29 square metres (312.153 sq. ft.), and

- (ii) each unit is to be put to no use other than the Residential Use in those Dwelling Units; or
 - (e) in relation to a Development authorized by a Building Permit if the value of the work authorized by the permit does not exceed \$50,000.
- 3.(5) Calculation of Development Cost Charges. Development cost charges imposed under this Bylaw will be calculated in accordance with the rates set out in the Rate Schedule.
- 3.(6) Combination Development. Without restricting the generality of Section 3.(5), the development cost charges for a Combination Development will be calculated separately for the portion of the Combination Development attributable to each Residential Use and Non-Residential Use and will be the sum of the development cost charges for each such use, calculated according to the Rate Schedule.
- 3.(7) Timing of Payment of Development Cost Charges. Development cost charges imposed under this Bylaw must be paid to the Collection Entity approving the Subdivision or issuing the Building Permit, as the case may be, as follows:
 - (a) at the same time as any Municipal Charges as may be levied on the Development under a bylaw of the Collection Entity are payable to that Collection Entity; or
 - (b) if no Municipal Charges will be levied on the Development under a bylaw of the Collection Entity, as follows:
 - (i) where an application is made only for Subdivision, then prior to the issuance of the approval of the Subdivision by the Collection Entity;
 - (ii) where an application is made only for a Building Permit, then prior to the issuance of the Building Permit by the Collection Entity; or
 - (iii) where application is made for both Subdivision and for a Building Permit, then only prior to the issuance of the Building Permit by the Collection Entity.
- 3.(8) Payment of Development Cost Charges by Instalments. The development cost charges imposed under this Bylaw may not be paid by instalments unless a regulation under subsection 34.21(5) of the Act applies to the Development and authorizes the payment of development cost charges in instalments.

4. COLLECTION AND REMITTANCE OF DEVELOPMENT COST CHARGES.

- 4.(1) Collection of Development Cost Charges by Collection Entities. Subject to Section 7.(1), each Collection Entity must:

- (a) collect the development cost charges imposed on a Development under this Bylaw; and
- (b) must not issue approval of a Subdivision or issue a Building Permit for any Development unless the development cost charges imposed under this Bylaw have been paid;

in accordance with Section 3.

- 4.(2) Separate Account. Subject to Section 7.(1), each Collection Entity must establish and maintain a separate account for the development cost charge monies collected under this Bylaw and deposit and hold such monies in that separate account, in trust for the Authority, until the monies are remitted to the Authority under Section 4.(3).
- 4.(3) Remittance of Development Cost Charges by Collection Entities. Each Collection Entity, within 30 days after June 30 and December 31 of each year, must remit to the Authority the total amount of development cost charges collected by the Collection Entity under this Bylaw during the six month period immediately preceding such date, or an amount equal to such development cost charges if the Collection Entity did not collect development cost charges under this Bylaw, together with the statement referred to in Section 4.(4).
- 4.(4) Statements. Each Collection Entity must provide statements to the Authority, for every six month period comprising January 1 to June 30 and July 1 to December 31, setting out:
 - (a) the number and type of use of all Residential Use Parcels or Dwelling Units on which development cost charges were levied or otherwise payable by it under this Bylaw;
 - (b) the aggregate Floor Area of each type of Non-Residential Use buildings or structures on which development cost charges were levied or otherwise payable by it under this Bylaw (calculated in accordance with the Rate Schedule);
 - (c) the legal description and civic address of each Parcel on which development cost charges were levied or otherwise payable by it under this Bylaw, and whether such development cost charges were levied or otherwise payable in respect of a Subdivision or a Building Permit;
 - (d) the date and amount of each payment of development cost charges levied or otherwise payable by it under this Bylaw and where Section 3.(8) applies to permit development cost charges levied under this Bylaw to be paid by instalments, the amount of instalment payments remaining to be paid to it and the dates for payment of such remaining instalments;

- (e) the total amount of all development cost charges levied or otherwise payable by it under this Bylaw and, where applicable, the total amount of all remaining instalment payments;
 - (f) the number, legal description, civic address and type of use of all Parcels in respect of which Subdivisions were approved where no development cost charges were levied by it under this Bylaw; and
 - (g) the number and type of use of all Dwelling Units and the aggregate Floor Area of each type of Non-Residential Use buildings or structures (calculated in accordance with the Rate Schedule) in respect of which Building Permits were required where no development cost charges were levied by it under this Bylaw.
- 4.(5) Records. Each Collection Entity shall retain, for a period of four years, sufficient records to support the statements and payments referred to in Sections 4.(3) and 4.(4).
- 4.(6) Inspection and Review of Collection Entity Records. The Authority may, at any time, subject to first giving reasonable notice to any Collection Entity, inspect any and all records of the Collection Entity relating to the information required under Section 4.(4), the calculation, collection and remittance by the Collection Entity of development cost charges levied under this Bylaw, and the calculation and remittance by the Collection Entity of any payments required under Section 4. Each Collection Entity shall permit any employee or agent of the Authority to inspect the records referred to above and to make and take away copies of those records.

5. RESERVE FUND AND USE OF DEVELOPMENT COST CHARGES

- 5.(1) Establishment of Reserve Fund. The Reserve Fund is hereby established.
- 5.(2) Amounts Received. Amounts received by the Authority under Section 3.(1) or Section 7.(1) must be deposited in, or be credited to, the Reserve Fund.

6. EFFECTIVE DATE AND TRANSITION.

- 6.(1) Effective Date. This Bylaw shall come into force on the Effective Date. South Coast British Columbia Transportation Authority Bylaw No. 155-2024 shall be repealed as of the Effective Date, except with respect to a Subdivision application described in Section 6.(2) below, in which case South Coast British Columbia Transportation Authority Bylaw No. 155-2024 shall continue to apply to such Subdivision application as and to the extent provided in Section 6.(2) below, and except with respect to a Building Permit application described in Section 6.(4) below, in which case South Coast British Columbia Transportation Authority Bylaw No. 155-2024 shall continue to apply to such Building Permit application as and to the extent provided in Section 6.(4) below. South Coast British Columbia Transportation Authority Bylaw No. 155-2024 shall be wholly repealed on the date that is 12 months after the Adoption Date.

6.(2) Transitional regarding Subdivision Applications. This Bylaw has no effect, and South Coast British Columbia Transportation Bylaw No. 155-2024 shall continue to apply, for a period of 12 months after the Adoption Date with respect to:

- (a) a Subdivision of land located within a municipality if, before the Adoption Date, the application for such Subdivision has been submitted to a designated municipal officer in accordance with the applicable procedures established by the Collection Entity and the applicable subdivision fee has been paid;
- (b) subject to paragraph (c), a Subdivision of land located outside a municipality if, before the Adoption Date, the application for such Subdivision has been submitted to a district highway manager in a form satisfactory to that official; or
- (c) a Subdivision of land in respect of a parcel of treaty lands of a treaty first nation if, before the Adoption Date, the application for such Subdivision has been submitted to the approving officer and the applicable subdivision fee has been paid.

6.(3) Agreement with Applicant for Subdivision. Section 6.(2) does not apply if the applicant for that Subdivision agrees in writing that this Bylaw should have effect.

6.(4) Transitional regarding Building Permit Applications. This Bylaw has no effect, and South Coast British Columbia Transportation Authority Bylaw No. 155-2024 shall continue to apply, with respect to the construction, alteration or extension of a building or structure if:

- (a) the Building Permit authorizing that construction, alteration or extension is issued within 12 months after the Adoption Date; and
- (b) a Precursor Application in relation to that Building Permit is In-stream on the Adoption Date.

6.(5) Agreement with Applicant for Building Permit. Section 6.(4) does not apply if the applicant for that Building Permit agrees in writing that this Bylaw should have effect.

7. REPLACEMENT OF DEVELOPMENT COST CHARGES

7.(1) Collection Entity Agreements. Despite any other provision of this Bylaw, the Authority may, in accordance with section 34.31 of the Act, enter into an agreement or agreements with any Collection Entity under which:

- (a) all, some or some portion of the development cost charges under this Bylaw that would otherwise apply are not required to be collected and remitted by the Collection Entity; and

- (b) the Collection Entity agrees to pay to the Authority an amount equal to the development cost charges that the Collection Entity would have collected under this Bylaw but for such an agreement, in the manner and at the times set out in the agreement, or otherwise in the same manner and at the same times that development cost charges would otherwise have been payable.

7.(2) Failure to Remit Development Cost Charges. If a Collection Entity fails, for any reason, other than under an agreement under Section 7.(1), to collect any development cost charges payable under this Bylaw or to remit to the Authority any development cost charges collected by it, the Collection Entity must pay to the Authority on demand an amount equal to the development cost charges that the Collection Entity should have collected or remitted under this Bylaw.

8. INTERPRETATION

8.(1) Severability. If a portion of this Bylaw is held to be invalid it shall be severed and the remainder of the Bylaw shall remain in effect.

8.(2) Schedule. Schedule A is attached to and forms part of this Bylaw.

READ A FIRST, SECOND AND THIRD TIME this ____ day of _____, ____.

RECONSIDERED, PASSED AND FINALLY ADOPTED this ____ day of _____, ____.

Lorraine Cunningham, Chair

Jennifer Breeze, General Counsel & Corporate Secretary

SCHEDULE A
DEVELOPMENT COST CHARGE BYLAW
RATE SCHEDULE

Type of Development	Rates effective January 1, 2026
Single Family Dwelling	\$3,416 per Dwelling Unit
Duplex	\$2,837 per Dwelling Unit
Townhouse Dwelling Unit	\$2,837 per Dwelling Unit
Apartment Dwelling Unit	\$1,774 per Dwelling Unit
Retail/Service	\$1.44 per sq. ft. of Floor Area*
Office	\$1.16 per sq. ft. of Floor Area*
Institutional	\$0.56 per sq. ft. of Floor Area*
Industrial	\$0.34 per sq. ft. of Floor Area*

*Calculated as the rate multiplied by the number of square feet of Floor Area

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED BYLAW**

A PROPOSED BYLAW TO IMPOSE 2027 DEVELOPMENT COST CHARGES

Effective January 1, 2027

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**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED BYLAW NUMBER**

WHEREAS:

A. Pursuant to Part 3.1 of the Act, the Authority may, by bylaw, impose development cost charges on every person who obtains approval of a Subdivision or a Building Permit authorizing the construction, alteration or extension of a building or structure that is within the Transportation Service Region;

B. Development cost charges provide funds to assist the Authority to pay the Capital Costs of Eligible Projects to service, directly or indirectly, the Development for which the charge is being imposed;

C. Pursuant to the Act, development cost charges are not payable in certain circumstances and the Authority may waive or reduce development cost charges for eligible developments;

D. Pursuant to South Coast British Columbia Transportation Authority Bylaw No. 124-2018, the Authority set development cost charges effective January 15, 2019. Pursuant to South Coast British Columbia Transportation Authority Bylaw No. 143-2021, the Authority set revised development cost charges effective January 1, 2022. Pursuant to South Coast British Columbia Transportation Authority Bylaw No. 151-2023, the Authority set revised development cost charges effective January 1, 2024. Pursuant to South Coast British Columbia Transportation Authority Bylaw No. 155-2024, the Authority set revised development cost charges effective January 1, 2025. Pursuant to South Coast British Columbia Transportation Authority Proposed Bylaw to Impose 2026 Development Cost Charges, the Authority revised development cost charges effective January 1, 2026. The Authority wishes to set further revised development cost charges pursuant to this Bylaw;

E. In setting development cost charges under this Bylaw, the Authority has taken the following into consideration:

- (a) future land use patterns and development;
- (b) the phasing of works and services;
- (c) how development designed to result in a low environmental impact may affect the Capital Costs of an Eligible Project;
- (d) whether the charges are excessive in relation to the Capital Costs of prevailing standards of service in the Transportation Service Region;
- (e) whether the charges will, in the Transportation Service Region:
 - (i) deter development;

- (ii) discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land; or
- (iii) discourage development designed to result in a low environmental impact;

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. CITATION

The official citation for this Bylaw is “South Coast British Columbia Transportation Authority Proposed Bylaw to Impose 2027 Development Cost Charges”.

1.(1) This Bylaw may be cited as the “Development Cost Charge Proposed 2027 Bylaw”.

2. INTERPRETATION

2.(1) Definitions. In this Bylaw (including the recitals hereto):

“**Act**” means the South Coast British Columbia Transportation Authority Act, SBC 1998, c. 30;

“**Adoption Date**” means the date on which the Board of Directors adopts this Bylaw;

“**Authority**” means the South Coast British Columbia Transportation Authority continued under the Act;

“**Apartment Dwelling Unit**” means a Dwelling Unit in a building or structure that consists or may consist of two or more storeys and contains or may contain four or more Dwelling Units, whereby the building or structure has a principal exterior entrance used in common for access to the Dwelling Units. Apartment Dwelling Unit does not include Dwelling Units that are Townhouse Dwelling Units;

“**Building Permit**” means any permit required by a Collection Entity that authorizes the construction, alteration or extension of a building or structure that is within the Transportation Service Region;

“**Capital Costs**” has the same meaning as in the Act;

“**Coach/Laneway House**” has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a detached building or structure containing one Dwelling Unit and constructed in the yard of a site on which is situate a Single Family Dwelling;

“**Collection Entity**” has the same meaning as in the Act;

“Combination Development” means any Development that comprises two or more of the following uses:

- (a) Single Family Dwelling;
- (b) Duplex;
- (c) Townhouse Dwelling Unit;
- (d) Apartment Dwelling Unit;
- (e) Retail/Service Use;
- (f) Office Use;
- (g) Institutional Use; and
- (h) Industrial Use;

“Community Charter” means the *Community Charter*, SBC 2003, c. 26;

“Development” means:

- (a) a Subdivision; or
- (b) the construction, alteration or extension of a building or structure for which a Building Permit is obtained;

“Duplex” means a building or structure that contains or may contain two Dwelling Units, each of which Dwelling Units has a direct exterior entrance and may contain one Secondary Suite, but neither of which Dwelling Units is itself a Secondary Suite;

“Dwelling Unit” means one or more rooms comprising a self-contained unit that is used or intended to be used for living and sleeping purposes and for which is provided cooking facilities, or the facilities for installation of cooking facilities, and one or more bathrooms having a sink or wash-basin, a water closet, and a shower or bath;

“Effective Date” means January 1, 2027;

“Eligible Project” has the same meaning as in the Act;

“Floor Area” means:

- (a) the floor area of the building or structure (measured from the outside edge of all exterior walls of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles; or

- (b) in the case of an alteration or extension of less than the entire building or structure, the portion of the building or structure to which the Building Permit applies (measured from the outside edge of any exterior walls in such portion of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles;

“Industrial Use” has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for the manufacture, processing, fabrication, assembly, storage, transportation, distribution, wholesale, testing, service, repair, wrecking, recycling or salvaging of goods, materials or things for direct use or resale to business customers, and not for the general public but does not include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Industrial Use;

“Institutional Use” has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for public functions including:

- (a) schools, and colleges and universities operated by duly incorporated federal or provincial societies exclusively as non-profit, charitable organization;
- (b) hospital;
- (c) community centre;
- (d) courts, police stations and jail;
- (e) libraries and museum; and
- (f) buildings or structures associated with public parks, public playgrounds, cemeteries and works yards;

but does not include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Institutional Use.;

“In-stream” has the same meaning as in the Act;

“Issuing Entity” has the same meaning as in the Act;

“Land Title Act” means the *Land Title Act*, RSBC 1996, c.250;

“Local Government Act” means the *Local Government Act*, RSBC 2015, c. 1;

“Municipal Charges” means development cost charges, infrastructure impact charges, or similar charges imposed by a Collection Entity under the Local Government Act, the Community Charter, the Vancouver Charter or the University Act, as the case may be;

“Non-Residential Use” means Retail/Service Use, Institutional Use, Office Use and Industrial Use;

“Office Use” has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for the provision of administrative, clerical, management, professional or technical services, but excludes such use(s) where they are ancillary to an Industrial Use, Institutional Use or Retail/Service Use;

“Parcel” means any lot, block or other area in which land is held or into which land is legally subdivided and for greater certainty, without limiting the foregoing, includes a strata lot under the Strata Property Act;

“Precursor Application” has the same meaning as in the Act;

“Rate Schedule” means the schedule of development cost charge rates that is attached as Schedule A to this Bylaw;

“Reserve Fund” means the reserve fund established pursuant to Section 5.(1), to which development cost charges are to be deposited pursuant to this Bylaw;

“Residential Use” means Single Family Dwelling, Duplex, Townhouse Dwelling Unit and Apartment Dwelling Unit;

“Retail/Service Use” has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for the sale or rental of goods or services, personal services, or the servicing and repair of goods and includes:

- (a) entertainment and recreation facilities;
- (b) commercial schools, including, without limitation, facilities which include instruction in the arts, sports, business, self-improvement, academics and trades;
- (c) service stations;
- (d) tourist accommodations and facilities’;
- (e) adult or child day-care centres;
- (f) Sleeping Units;

- (g) community care and congregate housing and care;
- (h) any use permitted as a commercial use;
- (i) uses ancillary to any commercial use located on the same Parcel that serves or enhances the commercial use;

but does not include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Retail/Service Use;

“Secondary Suite” has the meaning given to such term in the applicable bylaws of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means an accessory Dwelling Unit within a building of residential occupancy containing no more than two principal Dwelling Units;

“Single Family Dwelling” means a detached building or structure that contains one principal Dwelling Unit and may contain one Secondary Suite;

“Sleeping Units” means one or more rooms that do not contain cooking facilities used for the lodging of persons;

“Strata Property Act” means the *Strata Property Act*, SBC 1998, c. 43;

“Subdivision” means:

- (a) the division of land into two or more Parcels, whether by plan, apt descriptive words or otherwise under the Land Title Act; and
- (b) a subdivision under the Strata Property Act;

and includes the consolidation of two or more Parcels, and phased strata plans;

“Townhouse Dwelling Unit” means a Dwelling Unit in a building or structure that contains or may contain three or more Dwelling Units, each of which Dwelling Unit has a direct exterior entrance;

“Transportation Service Region” has the same meaning as in the Act;

“University Act” means the *University Act*, RSBC 1996, c. 468; and

“Vancouver Charter” means the *Vancouver Charter*, SBC 1953, c. 55.

2.(2) Statutory References. In this Bylaw, each reference to a statute is deemed to be a reference to that statute, as amended, re-enacted or replaced from time to time.

3. DEVELOPMENT COST CHARGES

3.(1) Application of Development Cost Charges. Subject to Section 3.(4) and Section 6, every person who obtains from the applicable Collection Entity:

- (a) approval of a Subdivision that is in the Transportation Service Region; or
- (b) a Building Permit;

must pay to that Collection Entity on behalf of the Authority, before or at the time of the approval of the Subdivision or the issuance of the Building Permit, the applicable development cost charges at the rates effective as at the date of the approval of the Subdivision or the issuance of the Building Permit, as the case may, all as set out in this Bylaw.

- 3.(2) No Exemption. Without limiting the generality of Section 3.1, a Building Permit in Section 3.1(b) includes a permit authorizing the construction, alteration or extension of any building or structure that will, after the construction, alteration, or extension, contain one or more Dwelling Units and be put to no other use than the Residential Use in those Dwelling Units.
- 3.(3) Secondary Suites. Notwithstanding anything to the contrary contained in this Bylaw, development cost charges are not payable under this Bylaw for the construction, alteration or extension of one Secondary Suite in a Single Family Dwelling or Duplex or for the construction, alteration or extension of a Coach/Laneway House.
- 3.(4) Exemptions from Development Cost Charges. A development cost charge is not payable:
 - (a) in relation to a Development authorized by a Building Permit that authorizes the construction, alteration or extension of a building or part of a building that is, or will be, after the construction, alteration or extension, exempt from taxation under any of the following:
 - (i) section 220(1)(h) of the Community Charter;
 - (ii) section 224(2)(f) of the Community Charter;
 - (iii) section 15(1)(d) of the *Taxation (Rural Area) Act*, RSBC 1996, c. 448;
 - (iv) section 396(1)(c)(iv) of the Vancouver Charter; or
 - (v) a law of a treaty first nation that provides for an exemption similar to an exemption under paragraphs (i) to (iv) of this subsection;
 - (b) if a development cost charge has previously been paid for the same Development unless, as a result of further development, additional Capital Cost burdens will be imposed on the Authority;
 - (c) if the Development does not impose additional Capital Cost burdens on the Authority;

- (d) in relation to the construction, alteration or extension of self-contained Dwelling Units in a building authorized by a Building Permit if:
 - (i) each unit is no larger in area than 29 square metres (312.153 sq. ft.), and
 - (ii) each unit is to be put to no use other than the Residential Use in those Dwelling Units; or
 - (e) in relation to a Development authorized by a Building Permit if the value of the work authorized by the permit does not exceed \$50,000.
- 3.(5) Calculation of Development Cost Charges. Development cost charges imposed under this Bylaw will be calculated in accordance with the rates set out in the Rate Schedule.
- 3.(6) Combination Development. Without restricting the generality of Section 3.(5), the development cost charges for a Combination Development will be calculated separately for the portion of the Combination Development attributable to each Residential Use and Non-Residential Use and will be the sum of the development cost charges for each such use, calculated according to the Rate Schedule.
- 3.(7) Timing of Payment of Development Cost Charges. Development cost charges imposed under this Bylaw must be paid to the Collection Entity approving the Subdivision or issuing the Building Permit, as the case may be, as follows:
- (a) at the same time as any Municipal Charges as may be levied on the Development under a bylaw of the Collection Entity are payable to that Collection Entity; or
 - (b) if no Municipal Charges will be levied on the Development under a bylaw of the Collection Entity, as follows:
 - (i) where an application is made only for Subdivision, then prior to the issuance of the approval of the Subdivision by the Collection Entity;
 - (ii) where an application is made only for a Building Permit, then prior to the issuance of the Building Permit by the Collection Entity; or
 - (iii) where application is made for both Subdivision and for a Building Permit, then only prior to the issuance of the Building Permit by the Collection Entity.
- 3.(8) Payment of Development Cost Charges by Instalments. The development cost charges imposed under this Bylaw may not be paid by instalments unless a regulation under subsection 34.21(5) of the Act applies to the Development and authorizes the payment of development cost charges in instalments.

4. COLLECTION AND REMITTANCE OF DEVELOPMENT COST CHARGES.

4.(1) Collection of Development Cost Charges by Collection Entities. Subject to Section 7.(1), each Collection Entity must:

- (a) collect the development cost charges imposed on a Development under this Bylaw; and
- (b) must not issue approval of a Subdivision or issue a Building Permit for any Development unless the development cost charges imposed under this Bylaw have been paid;

in accordance with Section 3.

4.(2) Separate Account. Subject to Section 7.(1), each Collection Entity must establish and maintain a separate account for the development cost charge monies collected under this Bylaw and deposit and hold such monies in that separate account, in trust for the Authority, until the monies are remitted to the Authority under Section 4.(3).

4.(3) Remittance of Development Cost Charges by Collection Entities. Each Collection Entity, within 30 days after June 30 and December 31 of each year, must remit to the Authority the total amount of development cost charges collected by the Collection Entity under this Bylaw during the six month period immediately preceding such date, or an amount equal to such development cost charges if the Collection Entity did not collect development cost charges under this Bylaw, together with the statement referred to in Section 4.(4).

4.(4) Statements. Each Collection Entity must provide statements to the Authority, for every six month period comprising January 1 to June 30 and July 1 to December 31, setting out:

- (a) the number and type of use of all Residential Use Parcels or Dwelling Units on which development cost charges were levied or otherwise payable by it under this Bylaw;
- (b) the aggregate Floor Area of each type of Non-Residential Use buildings or structures on which development cost charges were levied or otherwise payable by it under this Bylaw (calculated in accordance with the Rate Schedule);
- (c) the legal description and civic address of each Parcel on which development cost charges were levied or otherwise payable by it under this Bylaw, and whether such development cost charges were levied or otherwise payable in respect of a Subdivision or a Building Permit;
- (d) the date and amount of each payment of development cost charges levied or otherwise payable by it under this Bylaw and where Section 3.(8) applies

to permit development cost charges levied under this Bylaw to be paid by instalments, the amount of instalment payments remaining to be paid to it and the dates for payment of such remaining instalments;

- (e) the total amount of all development cost charges levied or otherwise payable by it under this Bylaw and, where applicable, the total amount of all remaining instalment payments;
 - (f) the number, legal description, civic address and type of use of all Parcels in respect of which Subdivisions were approved where no development cost charges were levied by it under this Bylaw; and
 - (g) the number and type of use of all Dwelling Units and the aggregate Floor Area of each type of Non-Residential Use buildings or structures (calculated in accordance with the Rate Schedule) in respect of which Building Permits were required where no development cost charges were levied by it under this Bylaw.
- 4.(5) Records. Each Collection Entity shall retain, for a period of four years, sufficient records to support the statements and payments referred to in Sections 4.(3) and 4.(4).
- 4.(6) Inspection and Review of Collection Entity Records. The Authority may, at any time, subject to first giving reasonable notice to any Collection Entity, inspect any and all records of the Collection Entity relating to the information required under Section 4.(4), the calculation, collection and remittance by the Collection Entity of development cost charges levied under this Bylaw, and the calculation and remittance by the Collection Entity of any payments required under Section 4. Each Collection Entity shall permit any employee or agent of the Authority to inspect the records referred to above and to make and take away copies of those records.

5. RESERVE FUND AND USE OF DEVELOPMENT COST CHARGES

- 5.(1) Establishment of Reserve Fund. The Reserve Fund is hereby established.
- 5.(2) Amounts Received. Amounts received by the Authority under Section 3.(1) or Section 7.(1) must be deposited in, or be credited to, the Reserve Fund.

6. EFFECTIVE DATE AND TRANSITION.

- 6.(1) Effective Date. This Bylaw shall come into force on the Effective Date. South Coast British Columbia Transportation Authority Proposed Bylaw to Impose 2026 Development Cost Charges shall be repealed as of the Effective Date, except with respect to a Subdivision application described in Section 6.(2) below, in which case South Coast British Columbia Transportation Authority Proposed Bylaw to Impose 2026 Development Cost Charges shall continue to apply to such Subdivision application as and to the extent provided in Section 6.(2) below, and except with respect to a Building Permit application described in Section 6.(4) below, in which

case South Coast British Columbia Transportation Authority Proposed Bylaw to Impose 2026 Development Cost Charges shall continue to apply to such Building Permit application as and to the extent provided in Section 6.(4) below. South Coast British Columbia Transportation Authority Proposed Bylaw to Impose 2026 Development Cost Charges shall be wholly repealed on the date that is 12 months after the Adoption Date.

- 6.(2) Transitional regarding Subdivision Applications. This Bylaw has no effect, and South Coast British Columbia Transportation Authority Proposed Bylaw to Impose 2026 Development Cost Charges shall continue to apply, for a period of 12 months after the Adoption Date with respect to:
- (a) a Subdivision of land located within a municipality if, before the Adoption Date, the application for such Subdivision has been submitted to a designated municipal officer in accordance with the applicable procedures established by the Collection Entity and the applicable subdivision fee has been paid;
 - (b) subject to paragraph (c), a Subdivision of land located outside a municipality if, before the Adoption Date, the application for such Subdivision has been submitted to a district highway manager in a form satisfactory to that official; or
 - (c) a Subdivision of land in respect of a parcel of treaty lands of a treaty first nation if, before the Adoption Date, the application for such Subdivision has been submitted to the approving officer and the applicable subdivision fee has been paid.
- 6.(3) Agreement with Applicant for Subdivision. Section 6.(2) does not apply if the applicant for that Subdivision agrees in writing that this Bylaw should have effect.
- 6.(4) Transitional regarding Building Permit Applications. This Bylaw has no effect, and South Coast British Columbia Transportation Authority Proposed Bylaw to Impose 2026 Development Cost Charges shall continue to apply, with respect to the construction, alteration or extension of a building or structure if:
- (a) the Building Permit authorizing that construction, alteration or extension is issued within 12 months after the Adoption Date; and
 - (b) a Precursor Application in relation to that Building Permit is In-stream on the Adoption Date.
- 6.(5) Agreement with Applicant for Building Permit. Section 6.(4) does not apply if the applicant for that Building Permit agrees in writing that this Bylaw should have effect.

7. REPLACEMENT OF DEVELOPMENT COST CHARGES

- 7.(1) Collection Entity Agreements. Despite any other provision of this Bylaw, the Authority may, in accordance with section 34.31 of the Act, enter into an agreement or agreements with any Collection Entity under which:
- (a) all, some or some portion of the development cost charges under this Bylaw that would otherwise apply are not required to be collected and remitted by the Collection Entity; and
 - (b) the Collection Entity agrees to pay to the Authority an amount equal to the development cost charges that the Collection Entity would have collected under this Bylaw but for such an agreement, in the manner and at the times set out in the agreement, or otherwise in the same manner and at the same times that development cost charges would otherwise have been payable.
- 7.(2) Failure to Remit Development Cost Charges. If a Collection Entity fails, for any reason, other than under an agreement under Section 7.(1), to collect any development cost charges payable under this Bylaw or to remit to the Authority any development cost charges collected by it, the Collection Entity must pay to the Authority on demand an amount equal to the development cost charges that the Collection Entity should have collected or remitted under this Bylaw.

8. INTERPRETATION

- 8.(1) Severability. If a portion of this Bylaw is held to be invalid it shall be severed and the remainder of the Bylaw shall remain in effect.
- 8.(2) Schedule. Schedule A is attached to and forms part of this Bylaw.

READ A FIRST, SECOND AND THIRD TIME this ____ day of _____, ____.

RECONSIDERED, PASSED AND FINALLY ADOPTED this ____ day of _____, ____.

Lorraine Cunningham, Chair

Jennifer Breeze, General Counsel & Corporate Secretary

SCHEDULE A
DEVELOPMENT COST CHARGE BYLAW
RATE SCHEDULE

Type of Development	Rates effective January 1, 2027**
Single Family Dwelling	\$3,484 per Dwelling Unit
Duplex	\$2,894 per Dwelling Unit
Townhouse Dwelling Unit	\$2,894 per Dwelling Unit
Apartment Dwelling Unit	\$1,809 per Dwelling Unit
Retail/Service	\$1.47 per sq. ft. of Floor Area*
Office	\$1.18 per sq. ft. of Floor Area*
Institutional	\$0.57 per sq. ft. of Floor Area*
Industrial	\$0.35 per sq. ft. of Floor Area*

*Calculated as the rate multiplied by the number of square feet of Floor Area

**Subject to actual inflation adjustments



CERTIFIED RESOLUTION

On October 25, 2017, the South Coast British Columbia Transportation Authority Board of Directors passed the following resolution:

That the Board of Directors approve the Omnibus Borrowing Resolution as attached as Appendix 1 to the report dated October 20, 2017 and titled "Update to the Omnibus Borrowing Resolution."

CARRIED

I, Jennifer Breeze, hereby certify the foregoing to be a true and correct excerpt of the meeting minutes of October 25, 2017 as finally adopted on December 6, 2017 by the South Coast British Columbia Transportation Authority Board of Directors.

Dated at North Vancouver, British Columbia, this 24th day of April, 2025.

A handwritten signature in blue ink, appearing to read "Jennifer Breeze", with a large, stylized flourish at the end.

Jennifer Breeze
General Counsel and Corporate Secretary

I, Jennifer Breeze, hereby certify that attached as Appendix 1 is a true and correct copy of the Omnibus Borrowing Resolution as adopted on October 25, 2017 by the South Coast British Columbia Transportation Authority Board of Directors.

Dated at North Vancouver, British Columbia, this 24th day of April, 2025.



Jennifer Breeze
General Counsel and Corporate Secretary

OMNIBUS BORROWING RESOLUTION

WHEREAS:

- A. Under section 31(4) of the South Coast British Columbia Transportation Authority Act, as amended, (the “SCBCTA Act”), the South Coast British Columbia Transportation Authority (“TransLink”) may, subject to section 31(1) of the SCBCTA Act:
 - (a) borrow sums of money TransLink considers necessary, and
 - (b) on its own, through any fiscal agent it appoints or otherwise, issue securities bearing interest at rates, if any, and payable as to principal and interest in currencies, at places, at times and in a manner TransLink determines;
- B. The TransLink board of directors (the “Board of Directors”) passed a resolution on September 3, 2008 (the “2008 Resolution”) authorizing borrowing directly and through the Municipal Finance Authority of British Columbia (“MFA”) pursuant to section 31(2) of the SCBCTA Act and TransLink has from time to time since that resolution borrowed through MFA, but has now ceased borrowing any additional sums of money through MFA. If TransLink determines at any time to reinstate additional borrowing through the MFA under section 31(2) of the SCBCTA Act, the provisions of Part 2 of this resolution will apply to such borrowings;
- C. Under section 31(1) of the SCBCTA Act, the outstanding debt obligations of TransLink must not be greater than (i) \$1 billion 50 million, (ii) an amount proposed by TransLink’s board and ratified by Greater Vancouver Regional District’s board of directors and (iii) an amount proposed in an approved supplement or an approved investment plan from time to time as set out in section 31(1)(c) or (d) (the “Debt Obligation Cap”);
- D. It will be necessary from time to time for TransLink to borrow amounts (the “Borrowings”), for TransLink purposes, which, together with any other outstanding debt obligations of TransLink arising from borrowings, will not exceed in the aggregate the Debt Obligation Cap as amended from time to time. The Borrowings hereunder are necessary to realize the net sum required for such TransLink purposes.

THEREFORE, BE IT RESOLVED that the TransLink Board of Directors enacts as follows:

Part 1

- 1. TransLink be and is hereby authorized to borrow at such time or times and in such amounts from time to time (all as may be determined pursuant to paragraph 2) funds in an aggregate principal amount which together with any other outstanding debt obligations of TransLink arising from borrowings will not exceed the Debt Obligation Cap as amended from time to time.
- 2. One of the Chief Executive Officer or the Chief Financial Officer and Executive Vice President, Finance and Corporate Services (the “Chief Financial Officer”) of TransLink together with the Chair of the Board of Directors or in his or her absence or unavailability the Vice-Chair of the Board of Directors or in his or her absence or unavailability the Chair of the audit committee (the “Audit Committee”) of the Board of Directors are hereby authorized to determine the following:
 - (a) the aggregate principal amount of any Borrowings, subject to the limitation specified in paragraph 1;

- (b) the principal amounts to be borrowed from time to time in respect of the Borrowings, and the timing and manner of such Borrowings;
- (c) the currencies in which any Borrowings will be made;
- (d) the kind or nature, and the principal amount, of securities (the “Securities”), if any, of TransLink to be issued or otherwise disposed of in connection with the Borrowings;
- (e) the price at which the Securities will be sold, and whether such Securities will be sold at par value or at less or more than par value;
- (f) the rate or rates, if any, at which the Securities will bear interest;
- (g) the date upon which the Securities will be issued and, if applicable, the date upon which the Securities will mature;
- (h) whether the Securities or any other securities of TransLink will be charged, pledged, hypothecated, deposited or otherwise dealt with as collateral security in connection with the Borrowings;
- (i) whether or not the Securities will be redeemable, and if redeemable, all matters relating to the redemption of such Securities by TransLink prior to their maturity;
- (j) all matters relating to sinking funds for the Securities;
- (k) whether the Securities will be secured by any charge, pledge, hypothecation or other security interest in or over any or all of the assets of TransLink;
- (l) whether any other or additional covenants of TransLink will be applicable to the Securities;
- (m) the form of the Securities and, without limitation, whether the Securities will be held by a depository agency in a book-based system for the central handling of securities that provides for the transfer of the Securities by bookkeeping entry without physical delivery of the Securities;
- (n) the form and content of agreements and other documents and the doing of all such things as may be necessary or desirable to effect use of the book-based system for the central handling of the Securities;
- (o) whether any one or more persons will be retained as underwriter, syndicate member, selling agent or lead bank with respect to the sale of the Securities;
- (p) whether any trustee, paying agent or other agent will be appointed in relation to the Securities or the Borrowings and, if so determined, the appointment of such trustee, paying agent or other agent, as applicable, and the approval of any trust deed or agency agreement, as applicable, to be entered into by TransLink;
- (q) all matters relating to any repayment, refinancing, refunding, repurchase or redemption of any Securities or agreements of TransLink in connection with the Borrowings;
- (r) whether any currency exchange, spot and future currency, interest rate exchange or future interest rate agreement will be entered by TransLink in relation to the Borrowings and, if

so determined, the approval of any such agreement; and

- (s) the approval and filing with any securities regulatory authority of any document, notice or application, together with any related fee, required by any applicable law.
- 3. TransLink may, without the approval of the holders of the bonds of any issue of bonds forming a part of the Securities, issue from time to time further bonds in addition to the principal amount of any prior or any subsequent issue of bonds having the same terms and conditions as the bonds of that prior or subsequent issue (except where applicable, the first payment of interest). Such further issues shall be consolidated and form a single series with the outstanding bonds of the prior issue or issues and shall mature on the same date and may be interchangeable with the bonds of the prior issue and any other bonds of the same series as may have been issued.
- 4. The security (the "Global Bond") substantially in the form set out in Appendix A to this resolution together with the insertion of the specific details of the issue of bonds issued in respect of any Borrowings including amount, term and interest rate is hereby approved for all future issues of bonds as required under section 31(9) of the SCBCTA Act. The (i) Chief Executive Officer and the Chief Financial Officer, acting together or (ii) either of the persons set out in (i) above together with the Vice President, Financial Services or the Corporate Secretary and General Counsel are hereby authorized and directed in the name of and on behalf of TransLink to execute and deliver Global Bonds.
- 5. The (i) Chief Executive Officer and the Chief Financial Officer, acting together or (ii) either of the persons set out in (i) above together with the Vice President, Financial Services or the Corporate Secretary and General Counsel are hereby authorized and directed in the name of and on behalf of TransLink to execute and deliver or cause to be executed and delivered any and all agreements or documents that may be required or desirable in respect of any Borrowings and execution by such persons shall be conclusive proof of their authority to act on behalf of TransLink.
- 6. The (i) Chief Executive Officer and the Chief Financial Officer, acting together or (ii) either of the persons set out in (i) above together with the Vice President, Financial Services or the Corporate Secretary and General Counsel are hereby authorized for and on behalf of TransLink to take all such actions, do such things and execute with or without the seal of TransLink, and deliver all such agreements, documents or instruments as they may deem appropriate in connection with or to give effect to the foregoing, and execution by such persons shall be conclusive proof of their authority to act on behalf of TransLink.
- 7. For the purposes of this resolution, any authority given to the Chief Executive Officer, the Chief Financial Officer, the Vice President Financial Services or the Corporate Secretary and General Counsel of TransLink includes a person acting for or a deputy of the Chief Executive Officer, the Chief Financial Officer, the Vice President Financial Services or the Corporate Secretary and General Counsel, as the case may be.

Part 2

- 1. Without limiting the generality of paragraphs 1 and 2 of Part I, MFA is hereby requested and authorized to finance from time to time at the sole cost of and on behalf of and at the direction of TransLink an amount not to exceed the aggregate principal amount which together with any other outstanding debt obligations of TransLink arising from Borrowings will not exceed the Debt Obligation Cap as amended from time to time in such currency or currencies and at such rate or rates of interest, and having such maturity date or dates and with such discounts or premiums and

expenses, all as MFA deems consistent with the suitability of the bond market for the sale of securities by MFA. Requests to MFA for financing from time to time in respect of the Borrowings authorized under this paragraph shall be made in writing by either the Chief Executive Officer or the Chief Financial Officer of TransLink together with the Chair of the Board of Directors or in his or her absence or unavailability the Vice-Chair of the Board of Directors or in his or her absence or unavailability the Chair of the Audit Committee.

2. For the purpose of effecting the Borrowings set out in paragraph 1 of this Part 2, TransLink is hereby authorized to borrow up to the amount set out in paragraph 1 by entering into and executing one or more agreements pursuant to section 26 of the *Municipal Finance Authority Act* ("MFA Act") substantially in the form annexed hereto as Appendix B or such other form of agreement as MFA may from time to time determine (such agreement or agreements as may be entered into, delivered or substituted, hereinafter called the "Agreement" or "Agreements") providing for payment by TransLink to MFA of the amounts required to meet the obligations of MFA with respect to its Borrowings undertaken pursuant to this resolution, which Agreement or Agreements shall rank as debenture debt of TransLink.
3. The Agreement or Agreements shall be dated and payable in the principal amounts of money in Canadian dollars or as MFA shall determine in such other currency or currencies as shall be borrowed by MFA under paragraph 1 of this Part 2 and shall set out the schedule of repayment of the principal amount or amounts together with interest on unpaid amounts as shall be determined by the Treasurer of MFA.
4. The obligation incurred under the Agreement or Agreements shall bear interest from the date that TransLink is provided funds under the Agreement or Agreements and shall bear interest at a rate to be determined by the Treasurer and approved by the board of trustees of MFA.
5. TransLink shall raise in each year of the Agreement or Agreements sufficient sums of money to pay interest and principal falling due from time to time.
6. TransLink shall provide and pay over to MFA such sums of money as are required to discharge its obligations in accordance with the terms of the Agreement or Agreements, including all costs of any redemptions of securities by MFA before maturity and the costs of reissuing securities and any refinancing or refunding. If the sums of money provided for in the Agreement or Agreements are not sufficient to meet the obligations of MFA, any deficiency in meeting such obligations shall be a liability of TransLink to MFA and TransLink shall make provision to discharge such liability.
7. The obligations incurred under the Agreement or Agreements as to principal and interest shall be payable at the head office of MFA in Victoria and at such time or times as shall be determined by the Treasurer of MFA.
8. At the request of the Treasurer of MFA and pursuant to section 15 of the MFA Act, TransLink shall pay over to MFA such sums of money and execute and deliver such demand promissory note or notes as are required under section 15 of the MFA Act, to form part of the debt reserve fund established by MFA in connection with the financing undertaken by MFA on behalf of TransLink pursuant to the Agreement or Agreements.
9. The Agreement or Agreements and the demand promissory note or notes referred to in paragraph 8 of this Part 2 shall be sealed with the seal of TransLink and signed by the (i) Chief Executive Officer and the Chief Financial Officer, acting together or (ii) either of the persons set out in (i) above together with the Vice President, Financial Services or the Corporate Secretary and

General Counsel of TransLink and the execution by such persons shall be conclusive proof of their authority to act on behalf of TransLink.

10. The (i) Chief Executive Officer and the Chief Financial Officer, acting together or (ii) either of the persons set out in (i) above together with the Vice President, Financial Services or the Corporate Secretary and General Counsel are hereby authorized on behalf of TransLink to do all such things and to execute, with or without the seal of TransLink, and deliver all such other agreements, documents or instruments as they deem appropriate in connection with or to give effect to the foregoing and the execution by such persons shall be conclusive proof of their authority to act on behalf of TransLink. Any one of the authorized signing officers referred to above are also hereby authorized to sign and deliver any officer's certificate with or without the seal of TransLink required by MFA in relation to any financing by MFA on behalf of TransLink.
11. This resolution shall take effect on the date it is passed and adopted.

APPENDIX A

Unless this certificate is presented by an authorized representative of CDS Clearing and Depository Services Inc. ("CDS") to South Coast British Columbia Transportation Authority (the "Issuer") or its agent for registration of transfer, exchange or payment, and any certificate issued in respect thereof is registered in the name of CDS & CO., or in such other name as is requested by an authorized representative of CDS (and any payment is made to CDS & CO. or to such other entity as is requested by an authorized representative of CDS), ANY TRANSFER, PLEDGE OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL since the registered holder hereof, CDS & CO., has a property interest in the securities represented by this certificate herein and it is a violation of its rights for another person to hold, transfer or deal with this certificate.

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

(continued under the *South Coast British Columbia
Transportation Authority Act* (British Columbia))

Series: ●

ISIN CA●

●% BOND, SERIES ●, DUE ●

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY (the "Issuer") for value received, hereby promises to pay to

CDS & CO.

as nominee of CDS Clearing and Depository Services Inc. or registered assigns, the principal sum of

● DOLLARS

in lawful money of Canada on the ● day of ●, ●, and to pay interest thereon in the meantime from the ● day of ●, ● or the last date on which interest has been paid on this Global Bond, whichever is later, at the rate of ●% per annum, in like money semi-annually on the ● day of ● and the ● day of ● in each year (each an "Interest Payment Date") in the manner provided in the Terms and Conditions attached to this Global Bond.

Upon all payments having been made by the Issuer as required herein, this Global Bond shall be void and of no further effect, whether or not this Global Bond has been marked "cancelled" or delivered for cancellation to the Issuer or the Fiscal Agent (as defined in the attached Terms and Conditions).

It is hereby certified and declared that all acts, conditions and things necessary to be done and to exist precedent to and in the issuance of this Global Bond have been properly done, fulfilled and performed and do exist in regular and due form as required by the laws of the Province of British Columbia.

Capitalized terms not defined in this Global Bond shall have the meaning assigned to them in the Fiscal Agency Agreement.

IN WITNESS WHEREOF SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY has caused the manual signature and the manual countersignature of its authorized signatories to be affixed hereto.

DATED this • day of •, •.

SOUTH COAST BRITISH COLUMBIA
TRANSPORTATION AUTHORITY

By:

Countersigned:

By:

TERMS AND CONDITIONS OF GLOBAL BOND

1. The Bonds are issued with the benefit of and subject to a fiscal agency agreement dated for reference the ● day of ●, ● (as amended to the date of this Global Bond and as from time to time amended after the date hereof, the "Fiscal Agency Agreement") between the Issuer and ● as fiscal agent and registrar (the "Fiscal Agent", which term includes any successor fiscal agent and registrar). Copies of the Fiscal Agency Agreement and the form of this Global Bond are available for inspection at the principal corporate trust office of the Fiscal Agent in Vancouver, British Columbia (the "Vancouver Office") or, if the Fiscal Agent has designated in accordance with the Fiscal Agency Agreement a different office in Vancouver, British Columbia for such inspections, at the designated office. The Bonds and the Fiscal Agency Agreement will together constitute a contract, all the terms and conditions of which the registered holders of Bonds by acceptance of such Bonds are deemed to have notice thereof and to have assented thereto.
2. This Global Bond is registered in the name of the nominee of CDS Clearing and Depository Services Inc. ("CDS") and held by CDS. Beneficial interests in this Global Bond are represented through book-entry accounts, to be established and maintained by CDS, of financial institutions acting on behalf of beneficial owners as direct and indirect participants of CDS.
3. Except in limited circumstances, owners of beneficial interests in this Global Bond will not be entitled to have Bonds registered in their names and will not receive nor be entitled to receive certificated Bonds in definitive form. Neither the Issuer nor the Fiscal Agent will have any responsibility or liability for maintaining, supervising or reviewing any records of CDS relating to beneficial interests in this Global Bond or for any aspect of the records of CDS relating to payments made by CDS on account of such beneficial interests.
4. The Bonds shall constitute direct unsecured general obligations of the Issuer and rank concurrently and pari passu with all other unsecured notes, bonds, debentures and other like securities issued by the Issuer outstanding from time to time, other than notes, bonds, debentures and other like securities (if any) which are by their terms subordinated to the Bonds.
5. The Issuer reserves the right to appoint a replacement Fiscal Agent to act on behalf of the Issuer in respect of the Bonds, which replacement Fiscal Agent shall maintain an office in Vancouver, British Columbia. Notice of the appointment of a replacement Fiscal Agent shall be sufficient if given to registered holders of Bonds at least 30 days in advance of such appointment or, as long as the Bonds are represented by this Global Bond, such shorter period as may be agreed by CDS. However, any unintentional defect or failure in the giving of such notice shall not invalidate the appointment of the replacement Fiscal Agent. The Issuer reserves the right to act as its own fiscal agent and registrar at any time.
6. The Issuer and the Fiscal Agent may deem and treat the registered holder of the Bonds as the absolute owner for the purpose of receiving payments of principal and interest and for all other purposes notwithstanding any notice to the contrary.
7. The record date for purposes of payment of principal of and interest on the Bonds will be as of 5:00 p.m. (Vancouver time) on the sixteenth calendar day preceding the maturity date or any Interest Payment Date, as applicable. Principal of and interest on the Bonds are payable to the persons registered in the register on the relevant record date. The Fiscal Agent shall not be required to register any transfer or exchange of Bonds during the period from any record date to the corresponding payment date. Despite the foregoing provisions of this section, for so long as

the Bonds are represented by this Global Bond, payments of principal and interest on the Bonds will be paid to the registered holder entitled to such payments as determined in accordance with the regular procedures established from time to time by CDS and the Fiscal Agent.

8. All payments in respect of interest on the Bonds shall be made on each Interest Payment Date:
 - (a) in the case of this Global Bond, in accordance with the regular procedures established from time to time by CDS and the Fiscal Agent; or
 - (b) in the case of certificated Bonds in definitive form, by forwarding by post, or otherwise delivering, a cheque to the registered addresses of registered holders of definitive Bonds or, if the Issuer and the Fiscal Agent so agree, by otherwise transferring funds in respect of such interest to the credit of the registered holders of definitive Bonds.
9. Whenever it is necessary to compute any amount of interest in respect of the Bonds for a period of less than one full year, other than with respect to regular semi-annual interest payments, such interest shall be calculated on the basis of the actual number of days in the period and a year of 365 days.
10. Payments in respect of principal of and interest on the Bonds shall only be made on a day, other than a Saturday or a Sunday, on which financial institutions are open for normal business in Vancouver, British Columbia (a "Vancouver Business Day") and if any date for payment is not a Vancouver Business Day, payment shall be made on the next following Vancouver Business Day and no further interest shall be paid in respect of the delay in such payment.
11. Any notice to be given to the Issuer by a registered holder of any Bond shall be given to the Issuer by written notice from the registered holder lodged at the Vancouver Office of the Fiscal Agent.
12. The Bonds are not redeemable prior to maturity.
13. The Issuer may at any time and at any price purchase Bonds in the open market, by tender or by private contract and may at its option direct the Fiscal Agent to cancel any Bonds so purchased.
14. The Issuer may, without notice to or the consent of the registered holders of Bonds, from time to time issue and sell additional bonds ranking *pari passu* with the Bonds in all respects (or in all respects except for the payment of interest accruing prior to the issue date of such additional bonds or the first payment of interest following the issue date of such additional bonds), which additional bonds shall form a single series with the Bonds and shall have the same terms as to status or otherwise as the Bonds. Any additional bonds shall be issued with the benefit of and subject to the Fiscal Agency Agreement.
15. All notices to the registered holders of Bonds will be sufficient if sent by mail or by otherwise delivering a copy of such notice to the registered addresses of registered holders.
16. The Bonds are governed by, and shall be construed in accordance with, the laws of the Province of British Columbia.

APPENDIX B

BORROWING RESOLUTION DATED THE ____ DAY OF _____, 20__

CANADA

PROVINCE OF BRITISH COLUMBIA

AGREEMENT

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

The South Coast British Columbia Transportation Authority ("TransLink") hereby promises to pay to the Municipal Finance Authority of British Columbia ("MFA") at its head office in Victoria, British Columbia, the sum of ● DOLLARS (\$●) in lawful money of Canada, together with interest thereon from the ● day of ● 20●, at varying rates of interest, calculated semi-annually, in each and every year during the currency of this Agreement; and payments of principal and interest shall be as specified in the schedule attached commencing on the ● day of ● 20●, provided that in the event the payments of principal and interest hereunder are insufficient to satisfy the obligations of MFA undertaken on behalf of TransLink, TransLink shall pay over to MFA such further sums as are sufficient to discharge the obligations of TransLink to MFA.

Dated at New Westminster, British Columbia, this ● day of ●, 20●

IN TESTIMONY WHEREOF and under the authority of TransLink Board of Directors Borrowing Resolution dated ●, 20●, this Agreement is sealed with the Corporate Seal of TransLink and signed by the ● and ● of TransLink.

MUNICIPAL FINANCE AUTHORITY ISSUE NO. ●
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY BORROWING RESOLUTION
DATED ●, 20●
CURRENCY: CDN
PURPOSE: OTHER

DATE	PAYMENT	PRINCIPAL SF DEPOSIT	INTEREST	ACTUARIAL ADDITION	REDUCING BALANCE
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DEBT RESERVE FUND CONTRIBUTIONS:	DEMAND NOTE
	CASH
	TOTAL

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 132-2019

A Bylaw imposing Motor Fuel Tax

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
BYLAW 132-2019

A Bylaw imposing Motor Fuel Tax

WHEREAS pursuant to the *South Coast British Columbia Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the *Motor Fuel Tax Act* sets a rate of tax payable to the Authority, pursuant to sections 4(1)(c) and 10(1)(c) of the *Motor Fuel Tax Act*, of \$0.12 per litre;

AND WHEREAS in addition to the rate of tax payable to the Authority pursuant to sections 4(1)(c) and 10(1)(c) of the *Motor Fuel Tax Act*, the Authority has set by bylaw (pursuant to s. 27.1 of the *South Coast British Columbia Transportation Authority Act*) the rate of tax payable pursuant to sections 4(1)(d)(i) and 10(1)(d)(i) of the *Motor Fuel Tax Act* to be \$0.03 per litre;

AND WHEREAS in addition to the rate of tax payable to the Authority pursuant to sections 4(1)(c), 4(1)(d)(i), 10(1)(c) and 10(1)(d)(i) of the *Motor Fuel Tax Act*, the Authority has set by bylaw (pursuant to s. 27.11 of the *South Coast British Columbia Transportation Authority Act*) the rate of tax payable pursuant to sections 4(1)(d)(ii) and 10(1)(d)(ii) of the *Motor Fuel Tax Act* to be \$0.02 per litre; and

AND WHEREAS in addition to the rates of tax payable to the Authority pursuant to sections 4(1)(c), 4(1)(d)(i), 4(1)(d)(ii), 10(1)(c), 10(1)(d)(i) and 10(1)(d)(ii) of the *Motor Fuel Tax Act*, the Authority may set by bylaw (pursuant to s. 27.12 of the *South Coast British Columbia Transportation Authority Act*) a rate of tax payable pursuant to sections 4(1)(d)(iii) and 10(1)(d)(iii) of the *Motor Fuel Tax Act* that does not exceed \$0.015 per litre.

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. The rate of tax payable under sections 4(1)(d)(iii) and 10(1)(d)(iii) of the *Motor Fuel Tax Act* shall be \$0.015 per litre.
2. This Bylaw may be cited as the "South Coast British Columbia Transportation Authority Motor Fuel Tax Bylaw Number 132-2019."
3. This Bylaw comes into force and takes effect on July 1, 2019.

READ A FIRST, SECOND AND THIRD TIME this 17th day of April, 2019.

RECONSIDERED, PASSED AND FINALLY ADOPTED 17th day of April, 2019.

Original signed by Chair Gugliotta
Tony Gugliotta, Chair

Original signed by Gigi Chen-Kuo
Gigi Chen-Kuo,
General Counsel and Corporate Secretary

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 127-2018

A Bylaw imposing Parking Sales Tax

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 127-2018

A Bylaw imposing Parking Sales Tax

WHEREAS pursuant to the *South Coast British Columbia Transportation Authority Act* (the “Act”), the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS pursuant to section 30.1 of the Act, the Authority may, by bylaw, set, as the rate of tax payable under Part 7.1 of the Act on the purchase price of the parking right in respect of which the tax is paid.

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. The rate of tax payable on the purchase price of parking rights under Part 7.1 of the Act shall be 24%.
2. This Bylaw may be cited as the “South Coast British Columbia Transportation Authority Parking Sales Tax Bylaw Number 127-2018.”
3. This Bylaw comes into force and takes effect on July 1, 2019.

READ A FIRST, SECOND AND THIRD TIME this 6th day of December, 2018.

RECONSIDERED, PASSED AND FINALLY ADOPTED this 6th day of December, 2018.

Original signed by Lorraine Cunningham
Lorraine Cunningham, Chair

Original signed by Gigi Chen-Kuo
Gigi Chen-Kuo, Corporate Secretary

GREATER VANCOUVER TRANSPORTATION AUTHORITY

BY-LAW NUMBER 17, 2001

A By-Law To Establish A Power Levy

WHEREAS pursuant to the *Greater Vancouver Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the authority may, by by-law, establish a power levy and require a collector to add the power levy to every residential dwelling unit account in the transportation service region.

NOW THEREFORE the Board of Directors of the Greater Vancouver Transportation Authority enacts as follows:

1. In this By-law

“account” means an electric service account rendered to a person liable for payment for the supply of electricity supplied by or through a collector.

“collector” means the British Columbia Hydro and Power Authority, the Corporation of the City of New Westminster or a public utility as defined in the *Utilities Commission Act*.

“residential dwelling unit” means a detached house, cottage or other single family dwelling, a duplex, an apartment building, a strata lot, a townhouse, a rowhouse, a rest home or a nursing home, and includes that part of a multi-use building that is used for the purpose of a single family dwelling, but does not include:

- a) a hotel
- b) a motel
- c) a lodge
- d) a resort
- e) a hospital
- f) any other institutional building, bunk house or camp building used on commercial or construction projects, or
- g) the parts of any building that are used for any purpose other than residential.

“supply” has the same meaning as in the *Hydro and Power Authority Act*.

“transportation service region” means all municipalities and rural areas located in the Greater Vancouver Regional District, and includes any area added to the region pursuant to the *Greater Vancouver Transportation Authority Act*.

2. A power levy of \$1.90 per month is established and shall be imposed. The levy shall be added to every residential dwelling unit account in the transportation service region.
3. Every collector having a residential dwelling unit account in the transportation service region shall add the power levy to those residential dwelling unit accounts which are located within the transportation service region.
4. This By-law may be cited as the “Greater Vancouver Transportation Authority Power Levy By-law Number 17, 2001”.
5. This By-law comes into force and takes effect on March 31, 2001.

READ A FIRST, SECOND AND THIRD TIME this 31st day of March 2001.

RECONSIDERED, PASSED AND FINALLY ADOPTED this 31st day of March, 2001.

George Puil, Chair

Paulette Vetleson, Secretary

Original signed

**SOUTH COAST BRITISH COLUMBIA
TRANSPORTATION
AUTHORITY**

(TRANSLINK)

TRANSIT TARIFF

Effective July 1, 2025

This Tariff is available for public inspection at:

1. TransLink Head Office, 400 - 287 Nelson's Court, New Westminster
Transit Police Office, 300 - 287 Nelson's Court, New Westminster
2. The following Coast Mountain Bus Company Ltd. offices:
 - Head Office, 13401 108th Avenue, Surrey
 - Vancouver Transit Centre, 9149 Hudson Street, Vancouver
 - Burnaby Transit Centre, 3750 Kitchener Street, Burnaby
 - Hamilton Transit Centre, 4111 Boundary Road, Richmond
 - Surrey Transit Centre, 7740 132nd Street, Surrey
 - Port Coquitlam Transit Centre, 2061 Kingsway, Port Coquitlam
 - SeaBus Administration Office, 2 Chesterfield Place, North Vancouver
3. West Vancouver Transit, 221 Lloyd Avenue, North Vancouver
4. British Columbia Rapid Transit Company Ltd., 6800 - 14th Avenue, Burnaby
5. West Coast Express Limited, 54B - 601 West Cordova Street, Vancouver
6. HandyDART Operator – First Transit Canada Inc., 17535 - 55B Avenue, Surrey
7. TransLink Website: www.translink.ca

GENERAL

All persons using TransLink's transit system must comply with this Tariff. This includes, but is not limited to, the requirement to pay sufficient fare and possess valid fare media / proof of payment at all times while in a fare paid zone as more specifically set out herein. Any individual failing to comply with the terms and conditions contained in this Tariff may be subject to fines or any other measures or consequences available to TransLink.

TRANSLINK – TRANSIT TARIFF	Date: July 1, 2025
PART A - Definitions	Page: 4

PART A - Definitions

In this Transit Tariff, the following terms will have the following meanings:

Add-Fare	Additional fare amount equivalent to the difference in fares as set out in Appendix “2” of this Tariff.
Adult	Person who is not a Child, Youth or Senior.
Adult Fare	Fare required to: <ul style="list-style-type: none"> (i) obtain the Single Fare (Adult) required to travel on Conventional Transit and HandyDART for the applicable Hours and Zones, as set out in Appendix “2”; (ii) obtain an Adult WCE One-Way Fare to travel on WCE Service, for the applicable Hours and Zones, as set out in Appendix “2”; and (iii) travel between Canada Line Bridgeport and Templeton Stations, as set out in Appendix “2” as an Add-Fare, in addition to one of the fares described in paragraphs (i) or (ii) above.
Attendant	A person who is required to accompany and assist an Eligible HandyDART User in using HandyDART service or a HandyCard Holder in using Conventional Transit or WCE Service.
Bus Service	Conventional Bus and HandyDART service provided by or on behalf of TransLink.
Business Day	Any day other than a Saturday, Sunday, or Statutory Holiday.
Bus Transfer	A single use transfer issued to passengers paying by cash or FareSaver for travel on Bus Service. This single use transfer will allow a passenger to transfer between Bus Service buses within the Transfer Time, but is not valid for travel on Conventional SkyTrain and SeaBus or WCE Service.
Card Reader	A card and ticket reader, Fare Gate, mobile validator, bus or rail station validator or any other mechanism implemented by TransLink from time to time, used by passengers to Tap In and/or Tap Out.
Child	Person who is 12 years of age or younger.
Compass Card	A long-term use, reusable electronic Compass farecard or Compass Wearable for transit use in TransLink’s Transportation Service Region and WCE Service and Bus Service to the WCE Mission station in the District of Mission and which is subject to the Compass Card Terms and Conditions of Use.
Compass Card Terms and Conditions of Use	The Compass Card Terms and Conditions of Use as amended from time to time by TransLink in its absolute discretion, a copy of which is posted on TransLink’s website at www.translink.ca .

TRANSLINK – TRANSIT TARIFF	Date: July 1, 2025
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Compass Customer Service Customer service that can be reached by calling 604.398.2042, by emailing or by mail at PO Box 2212, Station Terminal, Vancouver, V6B 3W2.

Compass Fare Media Compass Tickets, Compass Cards and any other electronic Compass fare media issued by or on behalf of TransLink.

Compass Retailer TransLink-authorized vendor of Compass Cards.

Compass Ticket A single or limited use electronic ticket for transit use in TransLink's Transportation Service Region and WCE Service and Bus Service to the WCE Mission station in the District of Mission and which is subject to the Compass Ticket Terms and Conditions of Use.

Compass Ticket Terms and Conditions of Use The Compass Ticket Terms and Conditions of Use as amended from time to time by TransLink in its absolute discretion, a copy of which is posted on TransLink's website at www.translink.ca.

Compass Vending Machine A vending machine located outside Fare Paid Zones for the sale of:

- (i) Compass Tickets, Compass Cards (excluding Compass Wearables) or other Compass fare media; and/or
- (ii) Compass fare products which may be loaded or issued on Compass Fare Media,

by or on behalf of TransLink.

Compass Wearable A long-term use, reusable electronic Compass smart-chip enabled wearable product or device, other than a long-term use, reusable electronic farecard or Compass Ticket, issued by or on behalf of TransLink for transit use in TransLink's Transportation Service Region.

Contactless Payment A contactless payment card or contactless payment method issued by third parties other than TransLink and accepted by TransLink for the purposes of the contactless payment of fares in accordance with this Tariff, but excluding all Compass Fare Media issued by or on behalf of TransLink. TransLink's accepted contactless payment cards, brands and methods of payment are posted on TransLink's website at www.translink.ca.

Conventional Bus Transit service provided by or on behalf of TransLink in the Transportation Service Region on transit buses, and a bus service extension between Haney Place Exchange and the WCE Mission station, except SeaBus service, SkyTrain service WCE Service and HandyDART service.

Conventional SkyTrain and SeaBus Transit service provided by or on behalf of TransLink in the Transportation Service Region on SkyTrain and SeaBus, except Conventional Bus service, WCE Service, HandyDART service and Canada Line service between Bridgeport and Templeton Stations.

Conventional Transit Conventional Bus and Conventional SkyTrain and SeaBus transit service provided by or on behalf of TransLink.

TRANSLINK – TRANSIT TARIFF	Date: July 1, 2025
PART A - Definitions	Page: 6

**Eligible
HandyDART User**

Person who:

- (i) has a temporary or permanent physical or cognitive disability, confirmed by a medical practitioner, that is sufficiently severe that he or she is unable, without assistance, to use Conventional Transit; and
- (ii) has completed TransLink's registration process and has been approved by TransLink as a HandyDART user.

**Employee Pass
Holder**

Person who is:

- (i) an employee or a board member of TransLink or a TransLink subsidiary, or a member of the Mayors' Council on Regional Transportation;
- (ii) a spouse or dependant child of an employee described in paragraph (i);
- (iii) a retired, former full-time employee of TransLink or TransLink subsidiary who retired after 2 or more years of employment (or who, after 5 or more years of employment, ceased employment by reason of medically proven total disability);
- (iv) a retired, former full-time employee of BC Transit who retired prior to April 1, 1999;
- (v) a spouse of a person described in paragraph (iii) or (iv) above;
- (vi) a full-time employee of a HandyDART Operating Company; or
- (vii) an employee of an Operating Company that has been designated and approved by TransLink as eligible for Employee Passes, and has been issued an Employee Pass as set out in Appendix "2".

Excursion Fare

If using Stored Value, a fare equivalent to a Single Fare (Adult) or Single Fare (Concession), as applicable, based on the applicable Hours at the Stored Value rate, as set out in Appendix "2".

If using Contactless Payment, a fare equivalent to a Single Fare (Adult) based on the applicable Hours at the Contactless Payment rate, as set out in Appendix "2".

Exit Ticket

A Compass Ticket purchased from an Exit Ticket Machine that will allow a passenger to proceed through a Fare Gate to exit a Fare Paid Zone upon payment of the fare for such Exit Ticket as set out in Appendix "2".

Exit Ticket Machine

A vending machine located within Fare Paid Zones for the sale of Exit Tickets.

Fare Gate

A physical fare gate located at the entry and exit points of a Fare Paid Zone.

Fare Paid Zones

All transit vehicles (including buses, HandyDART vehicles, SeaBuses, SkyTrain cars and WCE cars), all areas within Fare Gates, regardless of whether such Fare Gates are open or closed, and any other transit property designated as "fare paid zones" from time to time by TransLink.

TRANSLINK – TRANSIT TARIFF	Date: July 1, 2025
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HandyCard Holder Resident of the Transportation Service Region who:

- (i) is a person with a permanent physical or cognitive disability, confirmed by a medical practitioner, which is sufficiently severe that he or she is unable, without assistance, to use Conventional Transit; and
- (ii) has completed TransLink’s registration process and been issued a HandyCard.

HandyDART Custom transit service which provides Eligible HandyDART Users with accessible service from a pick-up location to a drop-off location, in accordance with the policies, procedures and guidelines of TransLink’s Custom Transit Policy & Procedure Manual.

Hours Regular Hours and Off-Peak Hours.

In-System Time The time from Tap In as set out in Appendix “2” within which passengers may complete their journey and Tap Out without paying additional fare, excluding any applicable Add-Fare which shall remain payable, provided that any Tap In for the last part of the journey must occur prior to the expiry of the Transfer Time.

Maximum Fare If using Stored Value, the maximum fare will be the Adult Fare or Single Fare (Concession) payable for travel:

- (i) on Bus Service, for travel during Regular Hours and Off-Peak Hours for Bus Service;
- (ii) on Conventional SkyTrain and SeaBus and WCE Service, for one Zone during Off-Peak Hours for Conventional SkyTrain and SeaBus and WCE Service; and
- (iii) on Conventional SkyTrain and SeaBus and WCE Service, the maximum number of Zones during Regular Hours, based on the Stored Value rate for Conventional SkyTrain and SeaBus and WCE Service,

as set out in Appendix “2”.

If using a Period Pass, and travelling outside the Zone(s) within which such Period Pass is valid, the maximum fare will be the applicable Add-Fare, based on the cash rate, as set out in Appendix “2”.

If using Contactless Payment, the maximum fare will be the Adult Fare payable for travel:

- (i) on Bus Service, for travel during Regular Hours and Off-Peak Hours for Bus Service;
- (ii) on Conventional SkyTrain and SeaBus and WCE Service, for one Zone during Off-Peak Hours for Conventional SkyTrain and SeaBus and WCE Service; and
- (iii) on Conventional SkyTrain and SeaBus and WCE Service, the maximum number of Zones during Regular Hours, based on the Contactless Payment rate for Conventional SkyTrain and SeaBus and WCE Service,

as set out in Appendix “2”.

TRANSLINK – TRANSIT TARIFF	Date: July 1, 2025
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Mobility Device	Wheelchair or scooter required by a passenger with a physical disability.
Off-Peak Hours	Hours of service after 6:30 p.m. from Monday to Friday (excluding Statutory Holidays), and all day on Saturday, Sunday and Statutory Holidays.
Operating Company	A company, including a subsidiary of TransLink, operating transit service on behalf of TransLink.
Period Pass	The electronic equivalent of a pass based on a calendar period (including DayPasses and Monthly Passes), and loaded on a Compass Card, or in the case of DayPasses only loaded on a Compass Ticket.
Proof of Payment	Verifiable Compass Fare Media and Verifiable Contactless Payment, designated as proof of payment in Appendix “2” and personal identification as required in Appendix “2”, with respect only to Bus Service, FareSavers, and Bus Transfers, and with respect only to Conventional SkyTrain and SeaBus, RFID Cards and personal identification as required in Appendix “2”.
Registered Users	Passengers who have acquired a Compass Card and successfully registered such Compass Card with TransLink on TransLink’s Compass website at www.compasscard.ca , through Compass Customer Service or in person at the TransLink Customer Service Centre, all in accordance with the Compass Card Terms and Conditions of Use.
Regular Hours	Hours of service other than Off-Peak Hours.
RFID Card	A long-term use, reusable radio frequency identification fare card issued under the Universal Fare Gate Access Program for opening Fare Gates for transit use on Conventional SkyTrain and SeaBus and which is subject to the RFID Card Terms and Conditions of Use.
RFID Cardholder	Resident of the Transportation Service Region who: <ul style="list-style-type: none"> (i) is a person who travels independently and due to a disability, confirmed by a medical practitioner, is physically not able to tap fare media, without assistance, at a Fare Gate; and (ii) has completed TransLink’s registration process for the Universal Fare Gate Access Program and been issued a RFID Card.
RFID Card Terms and Conditions of Use	The RFID Card Terms and Conditions of Use as amended from time to time by TransLink in its absolute discretion, a copy of which is posted on TransLink’s website at www.translink.ca .

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Senior	<p>A person who is 65 years of age or older and holds:</p> <ul style="list-style-type: none"> (i) (ii) a valid driver's license, passport, birth certificate indicating date of birth; (iii) a Health and Welfare Canada Old Age Security Identification Card; or (iv) equivalent picture identification issued by any national, provincial or state government agency showing age or date of birth.
SkyTrain	Rail rapid transit service on the Expo Line, Millennium Line, including the Evergreen Extension, and Canada Line.
Statutory Holidays	New Year's Day, Family Day, Good Friday, Victoria Day, Canada Day, BC Day, Labour Day, National Day for Truth and Reconciliation, Thanksgiving Day, Remembrance Day, Christmas Day and Boxing Day.
Stored Value	The electronic equivalent of cash stored on a Compass Card, excluding the deposit payable at the time a Compass Card is acquired in accordance with the Compass Card Terms and Conditions of Use.
Tap In	The presentation and acceptance of Compass Fare Media, loaded or issued with a fare as set out in Appendix "2", or the presentation and acceptance of Contactless Payment, at a Card Reader as a valid form of fare payment to commence a single transit trip and for entry into a Fare Paid Zone.
Tap Out	The presentation and acceptance of Compass Fare Media, loaded or issued with a fare as set out in Appendix "2", or the presentation and acceptance of Contactless Payment, at a Card Reader as a valid form of fare payment to complete a single transit trip and to exit a Fare Paid Zone.
TaxiSaver Coupons	<p>Coupons that may be:</p> <ul style="list-style-type: none"> (i) purchased by HandyCard Holders from TransLink at 50% of the face value of the coupons; and (ii) used by HandyCard Holders described in paragraph (i) to pay their metered taxi fare, up to the face value of the coupons, when travelling on taxis operated by participating taxi companies in the Transportation Service Region.
Transfer Time	<p>The time from:</p> <ul style="list-style-type: none"> (i) validation of a FareSaver; (ii) issuance of a Bus Transfer; or (iii) Tap In of Compass Fare Media or of Contactless Payment, <p>as set out in Appendix "2", within which passengers may transfer to another transit vehicle, without paying additional fare, excluding any applicable Add-Fare which shall remain payable.</p>
Transit Employee	Employee of TransLink or its subsidiaries, or an Operating Company, or an employee of an agent or contractor of TransLink or its subsidiary.
Transit Police	South Coast British Columbia Transportation Authority Police Service.

TRANSLINK – TRANSIT TARIFF	Date: July 1, 2025
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TransLink	South Coast British Columbia Transportation Authority.
TransLink Customer Service Centre	The customer service centre is located at Waterfront SkyTrain Station.
Transportation Service Region	All municipalities and rural areas located within the Greater Vancouver Regional District.
U-Pass BC Student	Person who: <ul style="list-style-type: none"> (i) is attending a post-secondary educational institution that has entered into a written agreement with TransLink to participate in the U-Pass BC program; (ii) has been issued a valid student card from such post-secondary educational institution, and displays such valid student card, together with valid government issued photo identification if there is no photograph on the student card; and (iii) has obtained a Compass Card and loaded such Compass Card with the benefits available to the holder of a U-Pass BC.
Verifiable Compass Fare Media	Compass Fare Media loaded or issued with the required fare for the applicable Hours and Zones, as set out in Appendix “2” and Tapped In.
Verifiable Contactless Payment	Contactless Payment which has been Tapped In.
WCE	West Coast Express Limited, a subsidiary of TransLink.
WCE Service	Commuter rail transit service provided by WCE between Vancouver and Mission.
Youth	Person who: <ul style="list-style-type: none"> (i) is between the ages of 13 and 18 years (inclusive); and (ii) holds: <ul style="list-style-type: none"> (A) a valid school identification card issued by any secondary school which displays such person’s photograph, name and school and validated, in the space provided, by an official of the school; or (B) a valid picture identification issued by any national, provincial or state government agency showing age or date of birth.
Zones	Designated fare zones for Conventional Transit, WCE Service and HandyDART service as shown in Appendix “1” of this Tariff.

Any capitalized fare products referenced in this Tariff, that are not defined above, will have the meanings set out in Appendix “2”.

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PART B - Terms & Conditions

1. APPLICABILITY

- (a) The terms and conditions contained in this Tariff are applicable to transit services operated by or on behalf of TransLink within the Transportation Service Region and WCE Service and Bus Service to the WCE Mission station in the District of Mission.
- (b) The use of Contactless Payment, FareSavers and Bus Transfers is governed by this Tariff.
- (c) The use of Compass Fare Media is governed by this Tariff together with the Compass Card Terms and Conditions of Use and the Compass Ticket Terms and Conditions of Use, as applicable. Any inconsistencies between this Tariff and the Compass Card Terms and Conditions of Use or the Compass Ticket Terms and Conditions of Use shall be resolved in favour of this Tariff.
- (d) The use of RFID Cards is governed by this Tariff together with the RFID Card Terms and Conditions of Use. Any inconsistencies between this Tariff and the RFID Card Terms and Conditions of Use shall be resolved in favour of this Tariff.

2. ENFORCEABILITY

- (a) This Tariff is authorized by and made pursuant to the *BC South Coast British Columbia Transportation Authority Act*.
- (b) Any Transit Employee may exercise all of the rights of TransLink under this Tariff and enforce all provisions of this Tariff.

3. SERVICE DELIVERY/NON-GUARANTEE

- (a) Transit services operated by or on or behalf of TransLink are under continuous review and subject to change. While efforts are made to advise the public of service revisions and schedule adjustments, TransLink does not undertake or guarantee that any transit service will be operated in accordance with published timetables and notices, or at all.
- (b) Further, TransLink does not undertake or guarantee that HandyDART service will be operated in accordance with scheduled reserved trips, or at all.
- (c) TransLink, its subsidiaries, and their Boards of Directors and employees, are not responsible for any loss, damage or inconvenience caused by any operating failure, transit service disruption or any lack of or delay in transit service.

4. REFUSAL OF TRANSPORTATION

- (a) TransLink reserves the right to refuse to carry in any transit vehicle, or cause to be removed from any transit vehicle, Fare Paid Zone or other transit property:
 - (i) any person who is sick, intoxicated, boisterous, disorderly or profane, or who for any other reason may be offensive or dangerous or pose a risk to others or their property;

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- (ii) any person who does not tender the required fare as set out in Appendix “2” or does not possess and present valid Proof of Payment;
- (iii) any person who, in the sole discretion of TransLink, uses or fails to use a Fare Gate in any manner other than as permitted by this Tariff, the Compass Card Terms and Conditions of Use, the Compass Ticket Terms and Conditions of Use and the RFID Card Terms and Conditions of Use including, but not limited to, proceeding over or under a Fare Gate, forcing a Fare Gate open or closed, holding a Fare Gate open for more than one passenger to proceed through a Fare Gate at one time based on one Tap In (with the exception of Children and Attendants as permitted by subsection 5(i) of this Part B), or vandalizing, damaging or in any way marking a Fare Gate;
- (iv) any passenger with a Mobility Device that a Transit Employee considers unsafe;
- (v) anything (including baggage) that, in the sole opinion of a Transit Employee, might cause inconvenience to others, soil or damage transit property, or represent a safety hazard; or
- (vi) any person who does not comply with the terms and conditions of this Tariff.

5. REQUIREMENT TO PAY FARE AND POSSESS PROOF OF PAYMENT

- (a) Except as otherwise permitted by this Tariff, all persons (other than Transit Employees acting in the course of duty and contractors and licensees of TransLink or any Operating Company requiring access solely for work purposes) boarding a transit vehicle or entering a Fare Paid Zone must:
 - (i) pay an Adult Fare as set out in Appendix “2” prior to boarding a transit vehicle or entering a Fare Paid Zone;
 - (ii) if travelling with a FareSaver or Bus Transfer, obtain a valid FareSaver, or Bus Transfer for an Adult fare as set out in Appendix “2” prior to boarding a Bus Service, and validate such FareSaver as set out in Section 11(a);
 - (iii) if travelling with Compass Fare Media: (A) Tap In the Compass Fare Media loaded or issued with the required fare for the applicable Hours and Zones as set out in Appendix “2” when entering a Fare Paid Zone, and (B) Tap Out the Compass Fare Media loaded or issued with Verifiable Compass Fare Media when exiting a Fare Paid Zone, except as provided in Section 5(c);
 - (iv) if travelling with Contactless Payment: (A) Tap In the Contactless Payment when entering a Fare Paid Zone, and (B) Tap Out the Contactless Payment when exiting a Fare Paid Zone, except as provided in Section 5(c);
 - (v) possess Proof of Payment for the entire duration of his or her journey; and
 - (vi) present Proof of Payment to any Transit Employee upon request.

If using a mobile phone or other contactless device for Contactless Payment, such phone or device must have sufficient battery or charge to complete the journey and Tap Out, and to possess and present Proof of Payment as required in this Tariff.

Failure to comply with the foregoing may result in fines being levied and/or other consequences imposed pursuant to the *BC South Coast British Columbia Transportation Authority Act* and a Maximum Fare being deducted from a Compass Card or charged to a Contactless Payment, if applicable.

- (b) For passengers using a Compass Card with Stored Value for travel on Conventional Transit, the minimum Stored Value for entry into a Fare Paid Zone is \$0.01. For passengers using a Compass

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Card with Stored Value for travel on WCE Service, the minimum Stored Value for entry into a Fare Paid Zone is the amount equal to the Adult WCE One-Way Fare for one Zone during Regular Hours, based on the Stored Value rate for WCE Service as set out in Appendix “2”. No minimum Stored Value is required for entry for passengers using a valid Period Pass for travel on either Conventional Transit or WCE Service. For passengers using Contactless Payment, if the Contactless Payment has unpaid fares for previous travel, the passenger will not be able to use the Contactless Payment for travel until the amount owed has been paid in full by calling Compass Customer Service or by visiting the TransLink Customer Service Centre.

- (c) Passengers using Compass Fare Media or Contactless Payment for travel on Bus Service must Tap In when boarding a Bus Service vehicle but are not required to Tap Out when departing the Bus Service vehicle.
- (d) Subject to subsection 5(c) above, passengers who Tap In but fail to Tap Out, or Tap Out but fail to Tap In, will be charged a Maximum Fare. Passengers are responsible for ensuring that the same Contactless Payment or Compass Fare Media, as the case may be, used to Tap In is used to Tap Out to avoid being charged Maximum Fare on each such fare media used.
- (e) Passengers will have the Transfer Time and/or In-System Time for the applicable Proof of Payment as set out in Appendix “2”. Passengers using Compass Fare Media or Contactless Payment who transfer to another vehicle and Tap In after expiry of the Transfer Time will be charged the applicable fare as set out in Appendix “2” as if the passenger is beginning a new journey. Passengers who complete their journey and Tap Out (except on Bus Service) after expiry of the In-System Time will be charged an additional fare equal to Maximum Fare.
- (f) Passengers with Compass Cards, Compass Tickets or Contactless Payment may travel at no cost between Canada Line stations located on Sea Island. Passengers without Compass Cards, Compass Tickets or Contactless Payment seeking to travel at no cost between Canada Line stations located on Sea Island must first obtain a zero-value Sea Island Compass Ticket from a Compass Vending Machine. A zero-value Sea Island Compass Ticket will not allow entry to or exit from TransLink’s transit system outside of the Canada Line stations located on Sea Island.
- (g) Passengers using a Compass Card with Stored Value or Contactless Payment for travel who unintentionally enter a Fare Paid Zone and Tap In using Stored Value or Contactless Payment at a SkyTrain station, at a SeaBus terminal or at a WCE Station to begin a new journey, can reverse the transaction if:
 - (i) on Conventional SkyTrain and SeaBus, the passenger Taps Out to exit the Fare Paid Zone at the same SkyTrain or at the same SeaBus station if such Tap Out occurs within 21 minutes after Tap In at the SkyTrain Station or SeaBus terminal; and
 - (ii) on WCE, the passenger Taps Out to exit the Fare Paid Zone at the same WCE Station within 60 minutes after Tap In at the WCE Station.

Passengers can request bus driver to reverse a transaction resulting from an unintentional Tap In on a Bus Service. If the Tap Out on Conventional SkyTrain and SeaBus or WCE Service occurs within the applicable In-System Time as set out in Appendix “2” but later than the time periods set out in this subsection 5(g) above, the passenger will be charged an Excursion Fare.

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- (h) Except as permitted by this Tariff, Proof of Payment is not transferable and must not be used by any person, unless it was purchased for use by such person at the required fare as set out in Appendix “2”. Use of Proof of Payment by any person other than to whom it was issued or by whom it was purchased is fraudulent use of Proof of Payment.
- (i) Except as permitted by this Tariff, multiple passengers are not permitted to travel on a single Compass Card or Contactless Payment, and all persons proceeding past a Card Reader into a Fare Paid Zone must Tap In. No more than one person is permitted to proceed through a Fare Gate at any one time based on the Tap In of Compass Fare Media loaded or issued with valid fare or Contactless Payment as set out in Appendix “2”, provided that:
 - (i) Children as set out in Table “2” (Exemptions) of Appendix “2” are not required to Tap In and may proceed through a Fare Gate with a fare paying passenger who has Tapped In and possesses sufficient Proof of Payment, or otherwise as permitted by TransLink, and
 - (ii) Attendants as set out in Table “2” (Exemptions) of Appendix “2” are not required to Tap In and may proceed through a Fare Gate together with and at the same time as a HandyCard Holder or accompanying passenger, as applicable, who has Tapped In and possesses sufficient Proof of Payment.

A RFID Cardholder is not required to Tap In or Tap Out on Conventional SkyTrain and SeaBus and may proceed through a Fare Gate on Conventional SkyTrain and SeaBus opened by the RFID Cardholder’s RFID Card.

- (j) Any Compass Fare Media, FareSaver, Bus Transfer or RFID Card is invalid if mutilated, altered, taped, waxed, validated more than once (in the case of FareSavers), modified in any manner, or expired. Contactless Payment is invalid if damaged, expired or does not have sufficient battery or charge to Tap In, complete the journey, Tap Out and/or to possess and present as Proof of Payment as required under this Tariff.
- (k) If a Transit Employee is of the opinion that Proof of Payment is being used fraudulently or improperly by any passenger, in addition to any other rights and remedies available to TransLink, the passenger must immediately pay an Adult Fare as set out in Appendix “2” prior to continuing his or her journey and, except in the case of Contactless Payment, surrender the Proof of Payment to the Transit Employee upon request. The passenger will not be entitled to any refund of payment or other compensation with respect to the specific transit trip during which the passenger was required to pay an Adult Fare as set out in this subsection 5(k).
- (l) In addition to any other rights and remedies available to TransLink, if a Transit Employee is not satisfied with the validity of Proof of Payment or identification demonstrating eligibility for any fare as set out in Appendix “2” other than an Adult Fare, passengers must:
 - (i) pay an Adult Fare as set out in Appendix “2”; and
 - (ii) obtain Proof of Payment for an Adult Fare as set out in Appendix “2”,
 before continuing their journey.
- (m) If a passenger travelling with a FareSaver or Bus Transfer on Bus Service loses Proof of Payment as set out in Appendix “2” prior to exiting a Fare Paid Zone, the passenger must immediately

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purchase a new Bus Transfer and retain the Bus Transfer as Proof of Payment for the duration of the passenger's journey while in a Fare Paid Zone.

- (n) If a passenger travelling with Compass Fare Media or Contactless Payment on Conventional Transit or WCE Service, who has Tapped In upon entry into a Fare Paid Zone with Compass Fare Media loaded or issued with the required fare, or Contactless Payment, loses Proof of Payment as set out in Appendix "2" prior to Tapping Out and exiting a Fare Paid Zone, the passenger must:
- (i) if travelling on Bus Service, immediately purchase a new Bus Transfer and retain the Bus Transfer as Proof of Payment for the duration of the passenger's journey while in a Fare Paid Zone; or
 - (ii) if travelling on Conventional SkyTrain and SeaBus or WCE Service, immediately purchase an Exit Ticket and retain the Exit Ticket as Proof of Payment for the duration of the passenger's journey while in a Fare Paid Zone.

Exit Tickets are available for purchase at Exit Ticket Machines located within SkyTrain and SeaBus stations. Availability of Exit Tickets or any other form of fare media, including Compass Fare Media or Contactless Payment, do not in any manner exempt passengers from being required to possess Proof of Payment at all times while in a Fare Paid Zone and a valid Exit Ticket or other form of Verifiable Compass Fare Media or Verifiable Contactless Payment must be in the possession of the passenger to constitute valid Proof of Payment.

- (o) If an RFID Cardholder travelling on Conventional SkyTrain or SeaBus loses the RFID Card prior to exiting a Fare Paid Zone, the passenger must immediately purchase an alternative form of new Proof of Payment at the full Adult Fare as set out in this Tariff and retain such Proof of Payment for the duration of the RFID Cardholder's journey while in the Fare Paid Zone.
- (p) All Compass Fare Media, FareSavers, Bus Transfers and RFID Cards are the property of TransLink. All Compass Fare Media, FareSavers, Bus Transfers and RFID Cards or any fare product loaded or stored thereon as set out in Appendix "2", may be cancelled by TransLink at any time and must be surrendered to TransLink or a Transit Employee upon request.
- (q) For passengers travelling with Contactless Payment:
- (i) Tap In and Tap Out with Contactless Payment authorizes TransLink to charge the applicable fare as set out in Appendix "2", including any Maximum Fare or unpaid fares, to the Contactless Payment.
 - (ii) If the Contactless Payment is declined when TransLink submits it for payment of the applicable fare, the passenger authorizes TransLink to seek to obtain payment using the Contactless Payment again on a number of additional occasions until payment is made.
 - (iii) If the Contactless Payment is declined when TransLink submits it for payment, TransLink will also attempt to collect any unpaid fares the next time the Contactless Payment is used to Tap In or Tap Out or touched to a Card Reader. Alternatively, any such unpaid fares may be paid by by calling Compass Customer Service or by visiting the TransLink Customer Service Centre.

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6. FARES OTHER THAN ADULT FARES

- (a) The persons described in Table “1” of Appendix “2” are entitled to use the forms of Proof of Payment described in such table, in accordance with the conditions and restrictions set out therein.
- (b) Any passenger paying a fare other than an Adult Fare as set out in Appendix “2”, presenting Proof of Payment for a fare other than an Adult Fare as set out in Appendix “2”, or presenting a non-transferable Proof of Payment, must present evidence of eligibility for, or entitlement to, such fare or Proof of Payment to a Transit Employee upon request. The evidence must be satisfactory to any Transit Employee who requests such evidence and must be picture identification issued by any national, provincial or state government agency showing age or date of birth and/or as otherwise required by this Tariff.
- (c) In addition to any other rights and remedies available to TransLink, a Transit Employee is entitled to seize any FareSaver, Bus Transfer, Compass Fare Media and/or RFID Card if he or she is not satisfied as to the validity of the identification produced as proof of eligibility for any fare set out in Appendix “2” other than an Adult Fare, or as to the identity of the holder as being the person indicated on such identification. After seizure, a Single Fare (Adult) or WCE One-Way Fare (Adult), as applicable, as set out in Appendix “2” must be paid. With respect to any form of identification authorized or issued by or on behalf of TransLink, such identification must be surrendered to TransLink or a Transit Employee upon request.
- (d) TransLink reserves the right to withhold any FareSaver, Bus Transfer, Compass Fare Media and/or RFID Card from any person who has not complied with the terms of this Tariff or has previously been required to surrender any FareSaver, Bus Transfer, Compass Fare Media and/or RFID Card.

7. ADD-FARES

- (a) A passenger must upgrade any Proof of Payment for travel in additional fare Zones or for an additional transit service beyond that for which the passenger has already paid by paying, in advance of entering a Zone or use of additional transit service for which the passenger has not paid the applicable fare, an Add-Fare equivalent to the difference in fares as set out in Appendix “2”. Proof of Payment may be upgraded with Add-Fare as follows:
 - (i) ***FareSavers and Bus Transfers*** - FareSavers and Bus Transfers are not valid for travel on Conventional SkyTrain and SeaBus or WCE Service, and therefore are not eligible for upgrading with Add-Fare. Passengers must purchase other forms of Compass Fare Media loaded or issued with a fare as set out in Appendix “2” or Tap In with Contactless Payment for any travel in additional fare Zones or for an additional transit service;
 - (ii) ***Compass Card*** - passengers may purchase Add-Fare by loading a Compass Card with Stored Value at Compass Vending Machines located at the entrance to SkyTrain stations, WCE Stations and SeaBus stations. For passengers travelling on a valid Period Pass who require Add-Fare, the Add-Fare will be charged to the passenger’s Compass Card Stored Value at the applicable cash fare rates set out in Appendix “2”; or

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- (iii) **Compass Ticket** - passengers may purchase Add-Fare by upgrading an existing Compass Ticket at Compass Vending Machines located at the entrance to SkyTrain stations, WCE Stations and SeaBus stations, with upgrades to zero-value Sea Island Compass Tickets requiring, in addition to any other fare required by Appendix “2”, the Add-Fare required to travel outside the Canada Line stations located on Sea Island.

- (b) Passengers must retain upgraded Proof of Payment while in a Fare Paid Zone.

8. EXEMPTIONS FROM PAYMENT/DISCOUNTS

- (a) The persons described in Table “2” (Exemptions) of Appendix “2” are entitled to the exemptions described in such table, in accordance with the conditions and restrictions set out therein.
- (b) The TransLink Board of Directors may, from time to time, reduce the fares as set out in Appendix “2” required to be paid by this Tariff on selected days and for a limited number of days to promote the introduction of new transit services, to encourage the use of specific transit services, or to facilitate travel for special or seasonal events without the necessity of amending this Tariff to reflect such temporary fare modification.
- (c) TransLink and its subsidiaries may, from time to time, provide fare media, including any fare media loaded or issued with a fare as set out in Appendix “2”, at no charge:
 - (i) for promotional purposes, service recovery, fare replacement, or advertising; and/or
 - (ii) to specified persons or categories of persons as authorized by resolution of the TransLink Board of Directors from time to time.
- (d) TransLink may, upon request and subject to eligibility, provide Compass Fare Media loaded or issued with a fare as set out in Appendix “2” at no charge to Police Departments within the Transportation Service Region for use by undercover police officers while on duty. Requests should be directed to Transit Police.
- (e) TransLink has absolute discretion in making decisions regarding fare reductions, or provision of FareSavers, Bus Transfers and Compass Fare Media, including those products loaded or issued with a fare as set out in Appendix “2”, at no charge, under this Tariff.

9. PURCHASE OF PROOF OF PAYMENT

- (a) **Conventional Transit** - Compass Fare Media and fares set out in Appendix “2” for travel on Conventional Transit may only be purchased directly from TransLink, an Operating Company or a Compass Retailer as set out in the Compass Card Terms and Conditions of Use and Compass Ticket Terms and Conditions of Use, as applicable. Period Passes for use on Conventional Transit are not available at Compass Vending Machines located at certain WCE stations. Contactless Payment cards which may be accepted by TransLink are issued by financial institutions and not by TransLink.
- (b) **WCE Service** - Compass Fare Media and fares set out in Appendix “2” for travel on WCE Service may only be purchased directly from TransLink, an Operating Company or a Compass Retailer as set out in the Compass Card Terms and Conditions of Use and Compass Ticket Terms and Conditions of Use, as applicable. Compass Tickets for WCE Service are only available at

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Compass Vending Machines located at WCE stations and Waterfront Station. Contactless Payment cards which may be accepted by TransLink are issued by financial institutions and not by TransLink.

- (c) **HandyDART** - Adult FareSavers may only be purchased directly from TransLink or an Operating Company while available for sale. Compass Fare Media and fares set out in Appendix “2” for travel on HandyDART may only be purchased directly from TransLink, an Operating Company or a Compass Retailer as set out in the Compass Card Terms and Conditions of Use and Compass Ticket Terms and Conditions of Use, as applicable. Period Passes for use on HandyDART are not available at Compass Vending Machines located at certain WCE stations. Contactless Payment cards which may be accepted by TransLink are issued by financial institutions and not by TransLink.
- (d) **TaxiSaver Coupons** - Each month, a HandyCard Holder is eligible to purchase TaxiSaver Coupons, with a face value of up to \$100, by visiting the TransLink Customer Service Centre or through the mail from:

Access Transit Office
400 - 287 Nelson’s Court,
New Westminster, BC V3L 0E7

10. FARE PAYMENT AT TIME OF TRAVEL

- (a) Passengers who have not previously obtained adequate Compass Fare Media loaded or issued with sufficient fare as set out in Appendix “2” or the applicable FareSaver, Bus Transfer or RFID Card as set out in Appendix “2”, must pay their fare at the time of travel as follows:
- (i) **Bus Service** – Passengers must either Tap In with Contactless Payment or pay cash using exact change in Canadian funds and deposited in fareboxes or given to the HandyDART driver for Bus Service. Upon payment of the required cash fare as set out in Appendix “2”, a Bus Transfer will be dispensed and must be retained as Proof of Payment. A Bus Transfer will allow a passenger to transfer between Bus Service within the Transfer Time, but is not valid for travel on Conventional SkyTrain and SeaBus service or WCE Service. If paying by Contactless Payment, a passenger must retain such Contactless Payment used to Tap In as Proof of Payment.
- (ii) **Conventional SkyTrain and SeaBus** – Passengers must either Tap In and Tap Out with Contactless Payment or pay by cash or debit/credit transactions in Canadian funds at Compass Vending Machines for Conventional SkyTrain and SeaBus service. If paying by cash or debit/credit transaction at a Compass Vending Machine, a passenger must purchase a Compass Ticket or load a Compass Card with the required fare as set out in Appendix “2” and retain such Compass Ticket or Compass Card as Proof of Payment. If paying by Contactless Payment, a passenger must retain such Contactless Payment used to Tap In as Proof of Payment.
- (iii) **WCE Service** – Passengers must either Tap In and Tap Out with Contactless Payment or pay by cash or debit/credit transactions in Canadian funds at Compass Vending Machines located at WCE stations or Waterfront Station for WCE Service. If paying by cash or debit/credit transaction at a Compass Vending Machine, a passenger must purchase a

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Compass Ticket or load a Compass Card with the required fare as set out in Appendix “2” and retain such Compass Ticket or Compass Card as Proof of Payment. If paying by Contactless Payment, a passenger must retain such Contactless payment used to Tap In as Proof of Payment.

11. USE OF FARESAVER (BUS SERVICE ONLY)

- (a) A FareSaver must be deposited in the farebox when boarding a bus or collected by a HandyDART driver when boarding a HandyDART vehicle. A valid Bus Transfer must be retained as Proof of Payment while travelling on Bus Service.

12. BULK COMPASS TICKETS

- (a) A person may order by phone or by mail to TransLink, a minimum of 50 Compass Tickets at the applicable Stored Value rate as set out in Appendix “2”. Prepayment is required for all bulk orders. All Compass Tickets purchased in bulk at the Stored Value rate will have a set expiry date of no more than 254 days from the date of issuance.

13. INITIAL SYSTEM CHARGE

- (a) For passengers using a Compass Card with Stored Value for travel on Conventional Transit and Bus Service, a Maximum Fare will be deducted upon Tap In. For passengers using a Compass Card with Stored Value for travel on WCE Service, the amount deducted upon Tap In will be:
 - (i) in the a.m., the fare as set out in Appendix “2” between the originating WCE station and Waterfront Station; and
 - (ii) in the p.m., the fare as set out in Appendix “2” between the originating WCE station and Mission Station.
- (b) For passengers using Contactless Payment for travel on Conventional Transit and Bus Service, an amount up to a Maximum Fare will be pre-authorized to the Contactless Payment upon Tap In. For passengers using Contactless Payment for travel on WCE Service, the amount determined in Section 13(a)(i) and (ii) will be pre-authorized to the Contactless Payment upon Tap In. After the journey is complete, the Contactless Payment will be charged the applicable fare as set out in Appendix “2” for the Zones travelled. The amount of time it takes for the final charge to appear on the statement issued by the applicable financial institution issuing the Contactless Payment card may vary depending upon the applicable financial institution. If more than one journey is travelled by a passenger within a short period using the same Contactless Payment the applicable fares charged as set out in Appendix “2” for such journeys may appear as a single charge or as multiple charges totalling the applicable fares charged.
- (c) For passengers using a Compass Card for travel on Conventional SkyTrain and SeaBus and WCE Service, Compass Cards will be credited upon Tap Out for any difference between the amount initially deducted from Stored Value upon Tap In and the actual fare payable based on the Zones travelled, as set out in Appendix “2”, provided that failure to Tap Out will result in the Maximum Fare being deducted from the Compass Card in accordance with subsection 5(a) of this Part B. For passengers using Contactless Payment for travel on Conventional SkyTrain and SeaBus and WCE Service, the Contactless Payment will be charged upon Tap Out for the actual fare payable based on the Zones travelled, as set out in Appendix “2”, provided that failure to Tap Out will

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result in the Maximum Fare being charged to the Contactless Payment in accordance with subsection 5(a) of this Part B.

14. COMPASS CARD REGISTRATION

- (a) A Registered User who reports his or her Compass Card lost or stolen is eligible for Compass Card deactivation and transfer of all fare products loaded or issued on such registered Compass Card, at the time of reporting such Compass Card lost or stolen, subject to and in accordance with the Compass Card Terms and Conditions of Use. An individual who does not register a Compass Card with TransLink or a Registered User who does not report his or her Compass Card as lost or stolen bears all risk for loss or theft of such unregistered Compass Card, including all fare products loaded or issued on such Compass Card. Additional details respecting the benefits associated with registration, and the registration process, are set out in the Compass Card Terms and Conditions of Use.

15. REFUND POLICY

- (a) TransLink will not consider or grant any requests for refunds or replacements for lost or damaged fare media or Proof of Payment, except as specifically described in this Section 15.
- (b) **Compass Card deposit** - Subject to the Compass Card Terms and Conditions of Use, the deposit paid in accordance with the Compass Card Terms and Conditions of Use at the time a Compass Card is acquired, less any amounts owed to TransLink for transit fare as set out in Appendix “2”, is refundable upon surrender of the cardholder’s Compass Card to TransLink.
- (c) **Stored Value** - Subject to the Compass Card Terms and Conditions of Use, a Registered User may, within a two year period from the date on which the Compass Card was last Tapped In or Tapped Out, request a refund of Stored Value on a registered Compass Card.
- (d) **Period Passes** - Subject to the Compass Card Terms and Conditions of Use, a Registered User may, within 60 days of the date of purchase, request a refund of a Period Pass on a registered Compass Card provided travel has not been initiated on the Period Pass by Tap In or Tap Out of the Compass Card holding the Period Pass and the Period Pass has not otherwise been used by the Registered User.
- (e) **Program passes** - Subject to the Compass Card Terms and Conditions of Use, an individual may request a refund of a program pass as set out in Appendix “2”, if permitted under the terms of the applicable program, by contacting the program administrator.
- (f) **Compass Tickets** - Compass Tickets are not refundable. Compass Tickets purchased in bulk pursuant to subsection 12(a) of this Part B may be replaced at the request of the initial purchaser in accordance with the Compass Ticket Terms and Conditions of Use.
- (g) **FareSavers** - FareSavers are not refundable.
- (h) **Compass Vending Machine malfunctions** - When a Compass Vending Machine issues a receipt indicating that an amount to be refunded was not returned, a product was not dispensed, or another malfunction occurred, a refund will be issued in accordance with the Compass Card Terms and Conditions of Use or the Compass Ticket Terms and Conditions of Use, as applicable.

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- (i) ***TaxiSaver Coupons*** - TransLink will (through the Access Transit Office) refund TaxiSaver coupons at 50% of face value to the HandyCard Holder.
- (j) ***Contactless Payment*** – Fares purchased by Contactless Payment are not refundable. TransLink is not responsible for lost or stolen Contactless Payment, including without limitation cards, devices or other Contactless Payment methods. In the event that a Contactless Payment card is lost or stolen passengers must contact their card issuer as soon as possible. In addition, TransLink is not the responsible for any transaction fees or charges applied by a third party, including financial institutions or Contactless Card issuers, in connection with use of a Contactless Payment.
- (k) ***General -***
 - (i) Details respecting refunds for Compass Fare Media, the process for obtaining a refund, and the manner in which refunds will be paid, are set out in the Compass Card Terms and Conditions of Use and the Compass Ticket Terms and Conditions of Use, which are posted on TransLink’s website at www.translink.ca.
 - (ii) No requests for refunds or replacements for lost or damaged Compass Fare Media and/or any fare loaded or issued thereon, FareSavers, Bus Transfers or RFID Cards, or fares purchased by Contactless Payment, other than those, if any, described in this Section 15 and in the Compass Card Terms and Conditions of Use, the Compass Ticket Terms and Conditions of Use and the RFID Card Terms and Conditions of Use, as applicable, will be considered or granted by TransLink, and TransLink reserves the right to require proof of purchase in connection with any refund or replacement.
 - (iii) TransLink reserves the right to restrict the number of refunds for Stored Value or Period Passes granted to an individual in a calendar year.
 - (iv) Notwithstanding the above, TransLink will consider, and in its absolute discretion may grant, requests for partial or complete refunds and/or adjustments or replacements for otherwise valid Compass Tickets, Period Passes or Stored Value that cannot be used due to:
 - (A) transit service being completely shut down for at least for 3 consecutive Business Days (Monday to Friday) in any one month, in which event:
 - a. Stored Value may be granted equivalent to two Stored Value trips of the same Zone purchased, per day or a replacement Compass Ticket if applicable; or
 - (B) illness, as substantiated in writing by a medical practitioner, in which event a prorated refund may be paid in connection with:
 - a. a Period Pass, based on the number of days remaining in the month; or
 - b. Stored Value, based on the remaining balance; or
 - (C) death, upon request from the estate of a deceased person substantiated by a death certificate, in which event a prorated refund may be paid for a monthly pass on a Compass Card, based on the number of days remaining in the month, a full

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refund may be paid for unused DayPass(es) and/or a refund of the balance may be paid in the case of Stored Value.

The above provisions are not applicable to holders of program passes on Compass Cards, as set out in Appendix “2”.

16. ACCESSIBILITY

- (a) Wheelchair accessible transit vehicles, including HandyDART vehicles, will accommodate Mobility Devices provided the following guidelines are met:
- (i) Mobility Devices:
 - must be safe and well maintained with functioning brakes;
 - must not carry any aerials, flagpoles or other projections which could injure others or interfere with the securement of the Mobility Device;
 - must have secure and suitably located compartments to which securement straps can be attached (passengers must ensure that securement straps do not cause damage to the Mobility Device);
 - must be secured only at designated locations on the transit vehicle;
 - for HandyDART service, must have escort handles if passengers require assistance to board HandyDART vehicles;
 - (ii) Wheelchair lifts:
 - Conventional Bus (including community shuttle) - combined weight of the Mobility Device and passenger must not exceed 205 kgs, and Mobility Device must be smaller than 61 cm wide x 122 cm long;
 - HandyDART - combined weight of the Mobility Device, passenger and HandyDART driver must not exceed 364 kgs, and Mobility Device must be smaller than 94 cm wide and 122 cm long; and
 - (iii) passengers in electric Mobility Devices are responsible for controlling the movement of the Mobility Device to ensure safe loading and un-loading.

17. CARRIAGE OF SPECIFIC GOODS

- (a) **Animals** - TransLink has no obligation to carry any animals except assistance animals recognized by the BC *Guide Animal Act* which are assisting or being trained by an accredited animal training school. Small pets, including dogs, cats, rabbits and small fur bearing or feathered pets, may be permitted on Conventional Transit vehicles provided they are in hand held cages.
- (b) **Bicycles and Other Personal Transportation Devices** - Two wheeled bicycles, having a maximum length of 73 inches (185 cm), are permitted on Conventional Transit and WCE cars in accordance with this Tariff, any rules established by TransLink from time to time, and any posted signs. Bicycle trailers are not permitted. TransLink reserves the right to restrict the carriage of bicycles at any time, in its absolute discretion. No motorized bicycles or other personal transportation devices are permitted except as set out in this Tariff or in accordance with rules established by TransLink or posted signs.
- (c) **Buses** - Bicycles are permitted on exterior bike racks of buses at no additional charge. Passengers travelling with bicycles are required to load and unload the bicycles.

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- (d) **SeaBus** - Bicycles are permitted on a SeaBus at no additional charge. Passengers with bicycles must enter the SeaBus through the doorway closest the stern (rear) section.
- (e) **WCE** - Bicycles are permitted in WCE cars at no additional charge, and are limited to two bikes per car.
- (f) **SkyTrain** - Bicycles are permitted in SkyTrain cars at no additional charge, and are limited to two bikes per car on Expo and Millennium lines and two bikes per train on Canada Line.

18. PRIVATE CHARTER SERVICE

- (a) Transit vehicles (with operator or driver) may be chartered at the absolute discretion of TransLink, provided that TransLink's ability to provide public transit service will not be adversely affected or the transit vehicle is not otherwise required. TransLink reserves the right, in its absolute discretion, to refuse any request for charter service. TransLink will require a written agreement and may require pre-payment of fees and/or payment of a damage deposit prior to providing the charter service.
- (b) TransLink reserves the right, in its absolute discretion, to determine the rates and charges based on the availability and service type. Charter rates will be calculated from the time the transit vehicle leaves its depot or garage until it is returned to the same depot or garage.

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APPENDIX “1”

FARE ZONES

Conventional Transit and Bus Service

Zone 1

City of Vancouver
University Endowment Lands

Zone 2

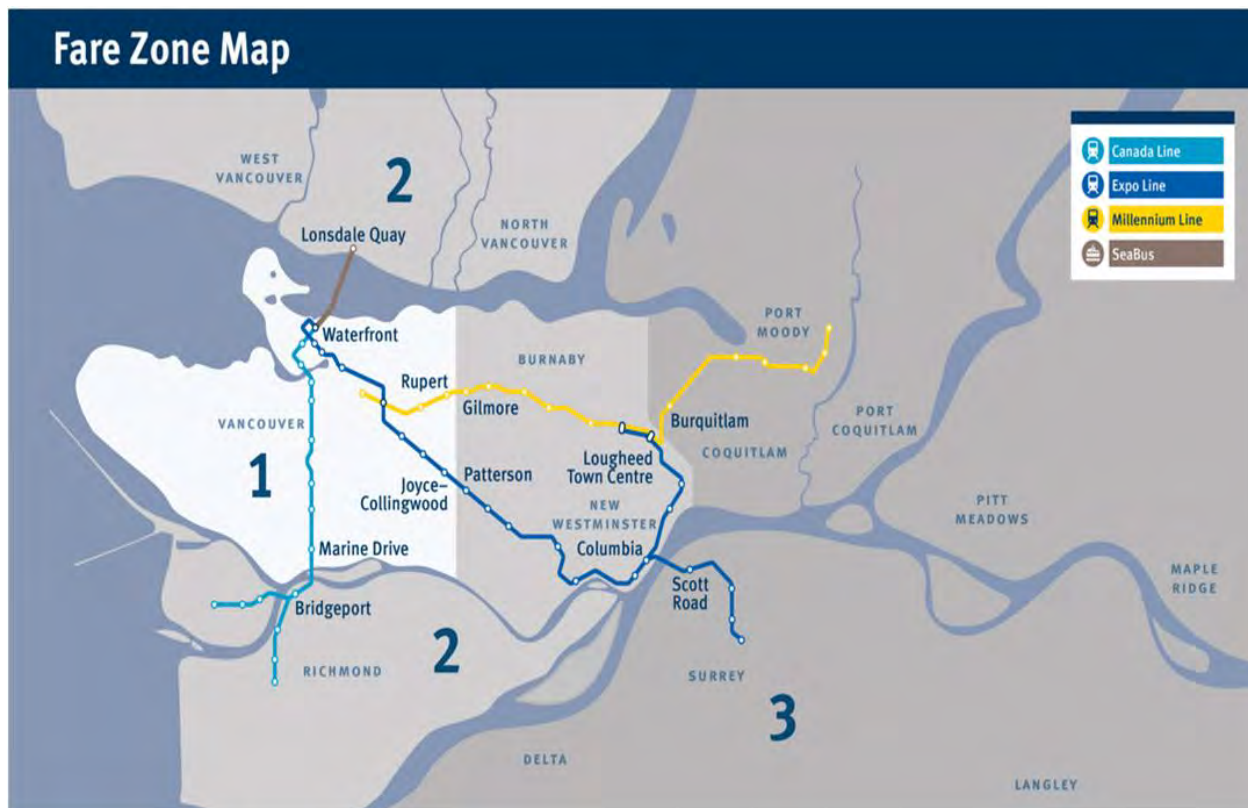
District of West Vancouver
District of North Vancouver
City of North Vancouver
City of Burnaby
City of New Westminster
City of Richmond
Village of Lions Bay
Bowen Island

Zone 3

Corporation of Delta
City of Surrey
City of White Rock
City of Langley
Township of Langley
Village of Belcarra
Village of Anmore
Electoral Area "C" east of Indian Arm
City of Port Moody
City of Coquitlam
City of Port Coquitlam
District of Pitt Meadows
District of Maple Ridge

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Conventional Transit and Bus Service – Fare Zone Map



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West Coast Express

- Zone 1 Vancouver station (Waterfront station)
- Zone 2 Burnaby [no station yet];
- Zone 3 Port Moody, Coquitlam and Port Coquitlam stations;
- Zone 4 Pitt Meadows, Maple Meadows and Port Haney stations;
- Zone 5 Mission station.

West Coast Express – Fare Zone Map



APPENDIX “2” – FARE MEDIA: FARES AND PROOF OF PAYMENT

Table “1” – Cash Fares and Proof of Payment

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Conventional Transit (3 Zones)								
Canadian National Institute for the Blind (CNIB) Pass on Compass Card*	Person with vision impairment who holds a CNIB Pass and displays valid identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, not valid for HandyDART			No Add-Fare required
DayPass (Adult) on Compass Card* or Compass Ticket* (on specified date)	Purchaser who holds a valid DayPass (Adult)	All Zones – fare of \$11.95		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$3.35 credit toward WCE applicable fare	Add-Fare required**
DayPass (Concession) on Compass Card* or Compass Ticket* (on specified date)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid DayPass (Concession)	All Zones – fare of \$9.40		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$2.25 credit toward WCE applicable fare	Add-Fare required**
Employee Pass on Compass Card* (until revoked or expired)	Employee Pass Holder who holds a valid Employee Pass	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
Exit Ticket* (45 min. Transfer Time, - 120 min. In-System Time)	Purchaser who holds a valid Exit Ticket to exit a Fare Paid Zone	\$6.60	\$3.35	No	Valid for unlimited travel on Conventional Transit through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART		\$3.35 credit toward WCE applicable fare	Add-Fare required**

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
FareSaver – Adult FareSaver* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Purchaser who displays a valid Adult FareSaver that has been validated	Bus Service: All Zones 1 Zone FareSaver - 1 yellow ticket (book of 10, \$27.00) 2 Zone FareSaver – 1 red ticket (book of 10, \$40.00) 3 Zone FareSaver – 1 green ticket (book of 10, \$51.00) (No longer available for sale but accepted as valid Proof of Payment on Bus Service)	No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not valid****	Not valid****	Not Valid	

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
FareSaver – Concession FareSaver* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who displays a valid Concession FareSaver that has been validated	Bus Service: All Zones – 1 brown ticket (book of 10, \$22.50)		No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not valid	Not valid	Not Valid

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Government Bus Pass on Compass Card*	Eligible person, as determined by the Province of BC, who holds a valid Government Bus Pass issued by TransLink with valid identification	Purchased by the Province of BC from TransLink and sold directly to eligible persons by the Province, at a user cost determined by the Province		No	Valid for unlimited travel on Conventional Transit through all Zones, not valid for HandyDART		Eligible for WCE Concession fare	No Add-Fare required
GradPass on Compass Ticket* (on specified date between May 1 st and June 30 th)	Grade 12 student who is graduating in that year from a secondary school in the Transportation Service Region, who displays a valid GradPass and valid school or government issued photo identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones for the specified date, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid Monthly Pass (Adult)	Bus Service: All Zones - \$111.60 per month	Bus Service: All Zones - \$111.60 per month	Yes	Valid for unlimited travel on Conventional Bus through all Zones,	Valid for unlimited travel through 1 Zone	\$3.35 credit toward WCE applicable fare	No Add-Fare required

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**

		Conventional SkyTrain and SeaBus: 1 Zone - \$111.60 2 Zones - \$149.25 3 Zones - \$201.55 per month	Conventional SkyTrain and SeaBus: All Zones - \$111.60 per month		valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for		
Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid Monthly Pass (Concession)	All Zones - \$63.80 per month		Yes	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$2.25 credit toward WCE applicable fare	No Add-Fare required
MultiPass on Compass Card* or Compass Ticket* (specified dates)	Members of delegations with a specific business interest in transit matters or officials of other transit agencies, all as approved by the Director, Compass Operations	N/A for officials of other transit agencies \$7.75 per pass (if > 500 passes purchased per day); \$6.70 per pass (if > 5,000 purchased per day)		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$3.35 credit toward WCE applicable fare	No Add-Fare required
RFID Card	RFID Cardholder who displays valid identification	N/A		No	Not valid	Valid for unlimited travel through all Zones	Not valid	No Add-Fare required

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time; 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Purchaser who holds a Single Fare (Adult)	Bus Service: Cash or Contactless Payment: All Zones \$3.35	Bus Service: Cash or Contactless Payment: All Zones \$3.35	No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through 1 Zone during the Hours paid for	Cash or Contactless Payment: \$3.35 credit toward WCE applicable fare	Bus Service: No Add-Fare required
		Bus Service: Stored Value ¹ : All Zones \$2.70	Bus Service: Stored Value ¹ : All Zones \$2.70				Stored Value: \$2.70 credit toward WCE applicable fare	
		Conventional SkyTrain and SeaBus: Cash or Contactless Payment: 1 Zone \$3.35 2 Zones \$4.85 3 Zones \$6.60	Conventional SkyTrain and SeaBus: Cash or Contactless Payment: All Zones \$3.35			Valid for unlimited travel during the Hours and through the number of Zones paid for		Conventional SkyTrain and SeaBus: Cash and Contactless Payment: Add-Fare required**
		Conventional SkyTrain and SeaBus: Stored Value ¹ : 1 Zone \$2.70 2 Zones \$4.00 3 Zones \$5.10	Conventional SkyTrain and SeaBus: Stored Value ¹ : All Zones \$2.70					Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Concession) on Compass Card* or Compass Ticket* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time; 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	Bus Service: Cash: All Zones \$2.25	Bus Service: Cash: All Zones \$2.25	No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through 1 Zone during the Hours paid for	Cash: \$2.25 credit toward WCE applicable fare	Bus Service: No Add-Fare required
		Bus Service: Stored Value: All Zones \$2.25	Bus Service: Stored Value: All Zones \$2.25				Stored Value: \$2.25 credit toward WCE applicable fare	
		Conventional SkyTrain and SeaBus: Cash: 1 Zone \$2.25 2 Zones \$3.30 3 Zones \$4.50	Conventional SkyTrain and SeaBus: Cash: All Zones \$2.25			Valid for unlimited travel during the Hours and through the number of Zones paid for		Conventional SkyTrain and SeaBus: Cash: Add-Fare required**
		Conventional SkyTrain and SeaBus: Stored Value: 1 Zone \$2.25 2 Zones \$3.30 3 Zones \$4.50	Conventional SkyTrain and SeaBus: Stored Value: All Zones \$2.25					Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**
Single Fare (Adult) on Bus Transfer* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Purchaser who holds a Single Fare (Adult)	All Zones \$3.35 (cash only)	All Zones \$3.35 (cash only)	No	Valid for unlimited travel on Conventional Bus during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not Valid	Not valid	Not Valid

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Concession) on Bus Transfer* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	All Zones \$2.25 (cash only)	All Zones \$2.25 (cash only)	No	Valid for unlimited travel on Conventional Bus during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not Valid	Not valid	Not Valid
Special Event Ticket on Bus Transfer*, Compass Card* or Compass Ticket* (specified period)	Purchaser	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	No	Valid for unlimited travel on Conventional Bus during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel during the Hours and through the number of Zones paid for		Add-Fare required**
U-Pass BC on Compass Card* (calendar months)	A U-Pass BC Student who displays a valid student card (together with valid government issue photo identification if no photograph on student card) and holds a valid U-Pass BC on a Compass Card	As determined by the agreement between the post-secondary educational institution, its student society, and TransLink		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		Valid toward purchase of a WCE Monthly U-Pass or \$3.35 credit toward WCE applicable fare	No Add-Fare required
War Amputee Pass on Compass Card* (calendar year)	Veterans of WW1 & WW2 who are members of the War Amputees Association and who holds a valid War Amputee Pass with valid identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
West Coast Express (WCE) Service (5 Zones)								

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
WCE Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid WCE Monthly Pass (Adult)	1 or 2 Zones - \$180.80 ¹ , 3 Zones - \$236.90 ¹ , 4 Zones - \$285.90 ¹ , 5 Zones - \$390.40 ¹		Yes	Valid for unlimited travel on Conventional Bus through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for		No Add-Fare required
WCE Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Monthly Pass (Concession)	1 or 2 Zones - \$110.55 ¹ , 3 Zones - \$146.35 ¹ , 4 Zones - \$180.25 ¹ , 5 Zones - \$252.05 ¹		Yes	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		Valid for unlimited travel through the number of Zones paid for	No Add-Fare required
WCE Monthly U-Pass on Compass Card* (calendar month)	Student of an eligible educational institution who holds a valid student card (together with valid government issue photo identification if no photograph on student card), a valid U-Pass BC and a valid WCE Monthly U-Pass	All Zones - \$113.90 per month ¹ .		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
WCE One-Way Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Purchaser who holds a valid WCE One-Way Fare (Adult)	Cash or Contactless Payment: 1 or 2 Zones - \$6.60 3 Zones - \$8.60 4 Zones - \$10.50 5 Zones - \$14.25		No	Valid for unlimited travel on Conventional Transit through all Zones during the hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel in one direction through the number of Zones paid for	Add-Fare required**	
		Stored Value ¹ : 1 or 2 Zones: \$5.50 3 Zones: \$7.25 4 Zones: \$8.90 5 Zones: \$11.95						

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
WCE One-Way Fare (Concession) on Compass Card* or Compass Ticket* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid WCE One-Way Fare (Concession)	Cash: 1 or 2 Zones - \$4.00 3 Zones - \$5.05 4 Zones - \$6.55 5 Zones - \$8.85 Stored Value ¹ : 1 or 2 Zones: \$3.30 3 Zones: \$4.50 4 Zones: \$5.40 5 Zones: \$7.35	No	Valid for unlimited travel on Conventional Transit through all Zones during the hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel in one direction through the number of Zones paid for	Add-Fare required**		
WCE Return Fare (Adult) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Purchaser who holds a valid WCE Return Fare (Adult)	Cash: 1 or 2 Zones - \$12.50 3 Zones - \$16.55 4 Zones - \$20.25 5 Zones - \$27.05 Stored Value: 1 or 2 Zones: \$12.20 3 Zones: \$15.65 4 Zones: \$19.35 5 Zones: \$25.90	No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for	No Add-Fare required		
WCE Return Fare (Concession) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Return Fare (Concession)	Cash: 1 or 2 Zones - \$7.90 3 Zones - \$10.20 4 Zones - \$12.80 5 Zones - \$17.30 Stored Value: 1 or 2 Zones: \$7.65 3 Zones: \$9.65 4 Zones: \$12.20 5 Zones: \$16.55	No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for	No Add-Fare required		

¹ Indicates a discounted fare in effect for an introductory period as part of the introduction of Compass Card fare media, expiring at such time as determined by TransLink, in its sole discretion.

* Indicates Proof of Payment.

** Canada Line YVR Add-Fare is a short-term fare premium over the applicable fare in the amount of \$2.50 each way, which will be collected as a return fare premium of \$5.00 payable at YVR-Airport Station, Templeton Station or Sea Island Centre Station.

*** For transfers from WCE to Canada Line or Bus Service where the Tap In for the transfer to Canada Line or a bus occurs within the initial 120 min. Transfer Time and In-System Time, the passenger will have 90 min. of Transfer Time from the time of Tap In on Canada Line or Bus Service.

Table “2” – Exemptions

Eligible Person	Conditions	Exemption		
		Conventional Transit	West Coast Express	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations
Any person	None	Exempt from fare payment while travelling between Canada Line stations located on Sea Island	Not exempt from fare payment	N/A
Attendant	Only one Attendant is eligible for the exemption	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder
Child	None	Exempt from fare payment		Exempt from Add-Fare
Persons having their regular location of work on Sea Island	Persons must (i) provide proof of eligibility acceptable to TransLink to a dealer as designated by TransLink, and (ii) purchase from such dealer and possess as valid Proof of Payment, a Compass Ticket having the applicable fare	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare
Residents of Burkeville, Richmond	Person who holds and uses as valid Proof of Payment a Sea Island Compass Card, issued to such person by TransLink upon such person providing to TransLink proof of residency acceptable to TransLink, having the applicable fare and with valid identification	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED 2026 TARIFF BYLAW

A bylaw to amend the South Coast British Columbia Transportation Authority
2021 Tariff Bylaw Number 140-2021

WHEREAS, pursuant to the *South Coast British Columbia Transportation Authority Act* (the Act), the Authority may, by by-law, assess user fees on persons using the regional transportation system (as defined in the Act) in the transportation service region (as defined in the Act);

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. This By-law may be cited as the “South Coast British Columbia Transportation Authority Proposed 2026 Tariff Bylaw”
2. The South Coast British Columbia Transportation Authority 2021 Tariff Bylaw Number 140-2021 is amended as follows:
 - (a) Appendix “2” - Fare Media: Fares and Proof of Payment attached to this Bylaw as Schedule 1 replaces the Appendix “2” attached to the South Coast British Columbia Transportation Authority 2021 Tariff Bylaw Number 140-2021.
3. This Bylaw comes into force and takes effect on July 1, 2026.

READ A FIRST, SECOND AND THIRD TIME this _____ day of _____, ____.

RECONSIDERED, PASSED AND FINALLY ADOPTED this _____ day of _____, ____.

Lorraine Cunningham, Chair

Jennifer Breeze, General Counsel and Corporate Secretary

APPENDIX “2” – FARE MEDIA: FARES AND PROOF OF PAYMENT

Table “1” – Cash Fares and Proof of Payment

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Conventional Transit (3 Zones)								
Canadian National Institute for the Blind (CNIB) Pass on Compass Card*	Person with vision impairment who holds a CNIB Pass and displays valid identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, not valid for HandyDART			No Add-Fare required
DayPass (Adult) on Compass Card* or Compass Ticket* (on specified date)	Purchaser who holds a valid DayPass (Adult)	All Zones – fare of \$12.55		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$3.50 credit toward WCE applicable fare	Add-Fare required**
DayPass (Concession) on Compass Card* or Compass Ticket* (on specified date)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid DayPass (Concession)	All Zones – fare of \$9.75		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$2.30 credit toward WCE applicable fare	Add-Fare required**
Employee Pass on Compass Card* (until revoked or expired)	Employee Pass Holder who holds a valid Employee Pass	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
Exit Ticket* (45 min. Transfer Time, - 120 min. In-System Time)	Purchaser who holds a valid Exit Ticket to exit a Fare Paid Zone	\$6.70	\$3.50	No	Valid for unlimited travel on Conventional Transit through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART		\$3.50 credit toward WCE applicable fare	Add-Fare required**

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
FareSaver – Adult FareSaver* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Purchaser who displays a valid Adult FareSaver that has been validated	Bus Service: All Zones 1 Zone FareSaver - 1 yellow ticket (book of 10, \$28.50) 2 Zone FareSaver – 1 red ticket (book of 10, \$42.00) 3 Zone FareSaver – 1 green ticket (book of 10, \$54.00) (No longer available for sale but accepted as valid Proof of Payment on Bus Service)	No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not valid****	Not valid****	Not Valid	

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
FareSaver – Concession FareSaver* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who displays a valid Concession FareSaver that has been validated	Bus Service: All Zones – 1 brown ticket (book of 10, \$23.00)		No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not valid	Not valid	Not Valid

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Government Bus Pass on Compass Card*	Eligible person, as determined by the Province of BC, who holds a valid Government Bus Pass issued by TransLink with valid identification	Purchased by the Province of BC from TransLink and sold directly to eligible persons by the Province, at a user cost determined by the Province		No	Valid for unlimited travel on Conventional Transit through all Zones, not valid for HandyDART		Eligible for WCE Concession fare	No Add-Fare required
GradPass on Compass Ticket* (on specified date between May 1 st and June 30 th)	Grade 12 student who is graduating in that year from a secondary school in the Transportation Service Region, who displays a valid GradPass and valid school or government issued photo identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones for the specified date, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid Monthly Pass (Adult)	Bus Service: All Zones - \$117.20 per month	Bus Service: All Zones - \$117.20 per month	Yes	Valid for unlimited travel on Conventional Bus through all Zones,	Valid for unlimited travel through 1 Zone	\$3.50 credit toward WCE applicable fare	No Add-Fare required

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**

		Conventional SkyTrain and SeaBus: 1 Zone - \$117.20 2 Zones - \$156.70 3 Zones - \$211.65 per month	Conventional SkyTrain and SeaBus: All Zones - \$117.20 per month		valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for		
Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid Monthly Pass (Concession)	All Zones - \$66.95 per month		Yes	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$2.30 credit toward WCE applicable fare	No Add-Fare required
MultiPass on Compass Card* or Compass Ticket* (specified dates)	Members of delegations with a specific business interest in transit matters or officials of other transit agencies, all as approved by the Director, Compass Operations	N/A for officials of other transit agencies \$8.15 per pass (if > 500 passes purchased per day); \$7.05 per pass (if > 5,000 purchased per day)		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$3.50 credit toward WCE applicable fare	No Add-Fare required
RFID Card	RFID Cardholder who displays valid identification	N/A		No	Not valid	Valid for unlimited travel through all Zones	Not valid	No Add-Fare required

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time; 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Purchaser who holds a Single Fare (Adult)	Bus Service: Cash or Contactless Payment: All Zones \$3.50	Bus Service: Cash or Contactless Payment: All Zones \$3.50	No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through 1 Zone during the Hours paid for	Cash or Contactless Payment: \$3.50 credit toward WCE applicable fare	Bus Service: No Add-Fare required
		Bus Service: Stored Value ¹ : All Zones \$2.85	Bus Service: Stored Value ¹ : All Zones \$2.85				Stored Value: \$2.85 credit toward WCE applicable fare	
		Conventional SkyTrain and SeaBus: Cash or Contactless Payment: 1 Zone \$3.50 2 Zones \$5.10 3 Zones \$6.70	Conventional SkyTrain and SeaBus: Cash or Contactless Payment: All Zones \$3.50			Valid for unlimited travel during the Hours and through the number of Zones paid for		Conventional SkyTrain and SeaBus: Cash and Contactless Payment: Add-Fare required**
		Conventional SkyTrain and SeaBus: Stored Value ¹ : 1 Zone \$2.85 2 Zones \$4.20 3 Zones \$5.40	Conventional SkyTrain and SeaBus: Stored Value ¹ : All Zones \$2.85					Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Concession) on Compass Card* or Compass Ticket* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time; 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	Bus Service: Cash: All Zones \$2.30	Bus Service: Cash: All Zones \$2.30	No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through 1 Zone during the Hours paid for	Cash: \$2.30 credit toward WCE applicable fare	Bus Service: No Add-Fare required
		Bus Service: Stored Value: All Zones \$2.30	Bus Service: Stored Value: All Zones \$2.30				Stored Value: \$2.30 credit toward WCE applicable fare	
		Conventional SkyTrain and SeaBus: Cash: 1 Zone \$2.30 2 Zones \$3.40 3 Zones \$4.60	Conventional SkyTrain and SeaBus: Cash: All Zones \$2.30			Valid for unlimited travel during the Hours and through the number of Zones paid for		Conventional SkyTrain and SeaBus: Cash: Add-Fare required**
		Conventional SkyTrain and SeaBus: Stored Value: 1 Zone \$2.30 2 Zones \$3.40 3 Zones \$4.60	Conventional SkyTrain and SeaBus: Stored Value: All Zones \$2.30					Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**
Single Fare (Adult) on Bus Transfer* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Purchaser who holds a Single Fare (Adult)	All Zones \$3.50 (cash only)	All Zones \$3.50 (cash only)	No	Valid for unlimited travel on Conventional Bus during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not Valid	Not valid	Not Valid

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Concession) on Bus Transfer* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	All Zones \$2.30 (cash only)	All Zones \$2.30 (cash only)	No	Valid for unlimited travel on Conventional Bus during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not Valid	Not valid	Not Valid
Special Event Ticket on Bus Transfer*, Compass Card* or Compass Ticket* (specified period)	Purchaser	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	No	Valid for unlimited travel on Conventional Bus during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel during the Hours and through the number of Zones paid for		Add-Fare required**
U-Pass BC on Compass Card* (calendar months)	A U-Pass BC Student who displays a valid student card (together with valid government issue photo identification if no photograph on student card) and holds a valid U-Pass BC on a Compass Card	As determined by the agreement between the post-secondary educational institution, its student society, and TransLink		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		Valid toward purchase of a WCE Monthly U-Pass or \$3.50 credit toward WCE applicable fare	No Add-Fare required
War Amputee Pass on Compass Card* (calendar year)	Veterans of WW1 & WW2 who are members of the War Amputees Association and who holds a valid War Amputee Pass with valid identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
West Coast Express (WCE) Service (5 Zones)								

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
WCE Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid WCE Monthly Pass (Adult)	1 or 2 Zones - \$189.85 ¹ , 3 Zones - \$248.75 ¹ , 4 Zones - \$300.20 ¹ , 5 Zones - \$409.90 ¹		Yes	Valid for unlimited travel on Conventional Bus through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for		No Add-Fare required
WCE Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Monthly Pass (Concession)	1 or 2 Zones - \$113.20, 3 Zones - \$149.35, 4 Zones - \$182.65 ¹ , 5 Zones - \$253.35 ¹		Yes	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		Valid for unlimited travel through the number of Zones paid for	No Add-Fare required
WCE Monthly U-Pass on Compass Card* (calendar month)	Student of an eligible educational institution who holds a valid student card (together with valid government issue photo identification if no photograph on student card), a valid U-Pass BC and a valid WCE Monthly U-Pass	All Zones - \$119.60 per month ¹ .		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
WCE One-Way Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Purchaser who holds a valid WCE One-Way Fare (Adult)	Cash or Contactless Payment: 1 or 2 Zones - \$6.95 3 Zones - \$9.05 4 Zones - \$11.05 5 Zones - \$14.95		No	Valid for unlimited travel on Conventional Transit through all Zones during the hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel in one direction through the number of Zones paid for		Add-Fare required**
		Stored Value ¹ : 1 or 2 Zones: \$5.70 3 Zones: \$7.55 4 Zones: \$9.20 5 Zones: \$12.40						

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
WCE One-Way Fare (Concession) on Compass Card* or Compass Ticket* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid WCE One-Way Fare (Concession)	Cash: 1 or 2 Zones - \$4.35 3 Zones - \$5.60 4 Zones - \$7.05 5 Zones - \$9.55	No	Valid for unlimited travel on Conventional Transit through all Zones during the hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel in one direction through the number of Zones paid for	Add-Fare required**		
		Stored Value ¹ : 1 or 2 Zones: \$3.65 3 Zones: \$4.90 4 Zones: \$5.90 5 Zones: \$8.00						
WCE Return Fare (Adult) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Purchaser who holds a valid WCE Return Fare (Adult)	Cash: 1 or 2 Zones - \$13.15 3 Zones - \$17.40 4 Zones - \$21.25 5 Zones - \$28.40	No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for	No Add-Fare required		
		Stored Value: 1 or 2 Zones: \$12.80 3 Zones: \$16.45 4 Zones: \$20.30 5 Zones: \$27.20						
WCE Return Fare (Concession) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Return Fare (Concession)	Cash: 1 or 2 Zones - \$8.45 3 Zones - \$11.00 4 Zones - \$13.70 5 Zones - \$18.45	No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for	No Add-Fare required		
		Stored Value: 1 or 2 Zones: \$8.20 3 Zones: \$10.45 4 Zones: \$13.05 5 Zones: \$17.65						

- ¹ Indicates a discounted fare in effect for an introductory period as part of the introduction of Compass Card fare media, expiring at such time as determined by TransLink, in its sole discretion.
- * Indicates Proof of Payment.
- ** Canada Line YVR Add-Fare is a short-term fare premium over the applicable fare in the amount of \$3.25 each way, which will be collected as a return fare premium of \$6.50 payable at YVR-Airport Station, Templeton Station or Sea Island Centre Station.
- *** For transfers from WCE to Canada Line or Bus Service where the Tap In for the transfer to Canada Line or a bus occurs within the initial 120 min. Transfer Time and In-System Time, the passenger will have 90 min. of Transfer Time from the time of Tap In on Canada Line or Bus Service.

Table “2” – Exemptions

Eligible Person	Conditions	Exemption		
		Conventional Transit	West Coast Express	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations
Any person	None	Exempt from fare payment while travelling between Canada Line stations located on Sea Island	Not exempt from fare payment	N/A
Attendant	Only one Attendant is eligible for the exemption	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder
Child	None	Exempt from fare payment		Exempt from Add-Fare
Persons having their regular location of work on Sea Island	Persons must (i) provide proof of eligibility acceptable to TransLink to a dealer as designated by TransLink, and (ii) purchase from such dealer and possess as valid Proof of Payment, a Compass Ticket having the applicable fare	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare
Residents of Burkeville, Richmond	Person who holds and uses as valid Proof of Payment a Sea Island Compass Card, issued to such person by TransLink upon such person providing to TransLink proof of residency acceptable to TransLink, having the applicable fare and with valid identification	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED 2027 TARIFF BYLAW

A bylaw to amend the South Coast British Columbia Transportation Authority
2021 Tariff Bylaw Number 140-2021

WHEREAS, pursuant to the *South Coast British Columbia Transportation Authority Act* (the Act), the Authority may, by by-law, assess user fees on persons using the regional transportation system (as defined in the Act) in the transportation service region (as defined in the Act);

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. This By-law may be cited as the “South Coast British Columbia Transportation Authority Proposed 2027 Tariff Bylaw”
2. The South Coast British Columbia Transportation Authority 2021 Tariff Bylaw Number 140-2021 is amended as follows:
 - (a) Appendix “2” - Fare Media: Fares and Proof of Payment attached to this Bylaw as Schedule 1 replaces the Appendix “2” attached to the South Coast British Columbia Transportation Authority 2021 Tariff Bylaw Number 140-2021.
3. This Bylaw comes into force and takes effect on July 1, 2027.

READ A FIRST, SECOND AND THIRD TIME this _____ day of _____, ____.

RECONSIDERED, PASSED AND FINALLY ADOPTED this _____ day of _____, ____.

Lorraine Cunningham, Chair

Jennifer Breeze, General Counsel and Corporate Secretary

APPENDIX “2” – FARE MEDIA: FARES AND PROOF OF PAYMENT

Table “1” – Cash Fares and Proof of Payment

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Conventional Transit (3 Zones)								
Canadian National Institute for the Blind (CNIB) Pass on Compass Card*	Person with vision impairment who holds a CNIB Pass and displays valid identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, not valid for HandyDART			No Add-Fare required
DayPass (Adult) on Compass Card* or Compass Ticket* (on specified date)	Purchaser who holds a valid DayPass (Adult)	All Zones – fare of \$12.80		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$3.55 credit toward WCE applicable fare	Add-Fare required**
DayPass (Concession) on Compass Card* or Compass Ticket* (on specified date)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid DayPass (Concession)	All Zones – fare of \$10.10		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$2.40 credit toward WCE applicable fare	Add-Fare required**
Employee Pass on Compass Card* (until revoked or expired)	Employee Pass Holder who holds a valid Employee Pass	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
Exit Ticket* (45 min. Transfer Time, - 120 min. In-System Time)	Purchaser who holds a valid Exit Ticket to exit a Fare Paid Zone	\$6.85	\$3.55	No	Valid for unlimited travel on Conventional Transit through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART		\$3.55 credit toward WCE applicable fare	Add-Fare required**

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
FareSaver – Adult FareSaver* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Purchaser who displays a valid Adult FareSaver that has been validated	Bus Service: All Zones 1 Zone FareSaver - 1 yellow ticket (book of 10, \$30.00) 2 Zone FareSaver – 1 red ticket (book of 10, \$44.00) 3 Zone FareSaver – 1 green ticket (book of 10, \$57.00) (No longer available for sale but accepted as valid Proof of Payment on Bus Service)	No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not valid****	Not valid****	Not Valid	

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
FareSaver – Concession FareSaver* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who displays a valid Concession FareSaver that has been validated	Bus Service: All Zones – 1 brown ticket (book of 10, \$24.00)		No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not valid	Not valid	Not Valid

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Government Bus Pass on Compass Card*	Eligible person, as determined by the Province of BC, who holds a valid Government Bus Pass issued by TransLink with valid identification	Purchased by the Province of BC from TransLink and sold directly to eligible persons by the Province, at a user cost determined by the Province		No	Valid for unlimited travel on Conventional Transit through all Zones, not valid for HandyDART		Eligible for WCE Concession fare	No Add-Fare required
GradPass on Compass Ticket* (on specified date between May 1 st and June 30 th)	Grade 12 student who is graduating in that year from a secondary school in the Transportation Service Region, who displays a valid GradPass and valid school or government issued photo identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones for the specified date, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid Monthly Pass (Adult)	Bus Service: All Zones - \$119.55 per month	Bus Service: All Zones - \$119.55 per month	Yes	Valid for unlimited travel on Conventional Bus through all Zones,	Valid for unlimited travel through 1 Zone	\$3.55 credit toward WCE applicable fare	No Add-Fare required

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**

		Conventional SkyTrain and SeaBus: 1 Zone - \$119.55 2 Zones - \$159.85 3 Zones - \$215.90 per month	Conventional SkyTrain and SeaBus: All Zones - \$119.55 per month		valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for		
Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid Monthly Pass (Concession)	All Zones - \$70.10 per month		Yes	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$2.40 credit toward WCE applicable fare	No Add-Fare required
MultiPass on Compass Card* or Compass Ticket* (specified dates)	Members of delegations with a specific business interest in transit matters or officials of other transit agencies, all as approved by the Director, Compass Operations	N/A for officials of other transit agencies \$8.30 per pass (if > 500 passes purchased per day); \$7.20 per pass (if > 5,000 purchased per day)		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$3.55 credit toward WCE applicable fare	No Add-Fare required
RFID Card	RFID Cardholder who displays valid identification	N/A		No	Not valid	Valid for unlimited travel through all Zones	Not valid	No Add-Fare required

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time; 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Purchaser who holds a Single Fare (Adult)	Bus Service: Cash or Contactless Payment: All Zones \$3.55	Bus Service: Cash or Contactless Payment: All Zones \$3.55	No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through 1 Zone during the Hours paid for	Cash or Contactless Payment: \$3.55 credit toward WCE applicable fare	Bus Service: No Add-Fare required
		Bus Service: Stored Value ¹ : All Zones \$3.00	Bus Service: Stored Value ¹ : All Zones \$3.00				Stored Value: \$3.00 credit toward WCE applicable fare	
		Conventional SkyTrain and SeaBus: Cash or Contactless Payment: 1 Zone \$3.55 2 Zones \$5.20 3 Zones \$6.85	Conventional SkyTrain and SeaBus: Cash or Contactless Payment: All Zones \$3.55			Valid for unlimited travel during the Hours and through the number of Zones paid for		Conventional SkyTrain and SeaBus: Cash and Contactless Payment: Add-Fare required**
		Conventional SkyTrain and SeaBus: Stored Value ¹ : 1 Zone \$3.00 2 Zones \$4.40 3 Zones \$5.70	Conventional SkyTrain and SeaBus: Stored Value ¹ : All Zones \$3.00					Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Concession) on Compass Card* or Compass Ticket* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time; 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	Bus Service: Cash: All Zones \$2.40	Bus Service: Cash: All Zones \$2.40	No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through 1 Zone during the Hours paid for	Cash: \$2.40 credit toward WCE applicable fare	Bus Service: No Add-Fare required
		Bus Service: Stored Value: All Zones \$2.40	Bus Service: Stored Value: All Zones \$2.40				Stored Value: \$2.40 credit toward WCE applicable fare	
		Conventional SkyTrain and SeaBus: Cash: 1 Zone \$2.40 2 Zones \$3.50 3 Zones \$4.70	Conventional SkyTrain and SeaBus: Cash: All Zones \$2.40			Valid for unlimited travel during the Hours and through the number of Zones paid for		Conventional SkyTrain and SeaBus: Cash: Add-Fare required**
		Conventional SkyTrain and SeaBus: Stored Value: 1 Zone \$2.40 2 Zones \$3.50 3 Zones \$4.70	Conventional SkyTrain and SeaBus: Stored Value: All Zones \$2.40					Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**
Single Fare (Adult) on Bus Transfer* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Purchaser who holds a Single Fare (Adult)	All Zones \$3.55 (cash only)	All Zones \$3.55 (cash only)	No	Valid for unlimited travel on Conventional Bus during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not Valid	Not valid	Not Valid

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Concession) on Bus Transfer* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	All Zones \$2.40 (cash only)	All Zones \$2.40 (cash only)	No	Valid for unlimited travel on Conventional Bus during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not Valid	Not valid	Not Valid
Special Event Ticket on Bus Transfer*, Compass Card* or Compass Ticket* (specified period)	Purchaser	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	No	Valid for unlimited travel on Conventional Bus during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel during the Hours and through the number of Zones paid for		Add-Fare required**
U-Pass BC on Compass Card* (calendar months)	A U-Pass BC Student who displays a valid student card (together with valid government issue photo identification if no photograph on student card) and holds a valid U-Pass BC on a Compass Card	As determined by the agreement between the post-secondary educational institution, its student society, and TransLink		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		Valid toward purchase of a WCE Monthly U-Pass or \$3.55 credit toward WCE applicable fare	No Add-Fare required
War Amputee Pass on Compass Card* (calendar year)	Veterans of WW1 & WW2 who are members of the War Amputees Association and who holds a valid War Amputee Pass with valid identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
West Coast Express (WCE) Service (5 Zones)								

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
WCE Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid WCE Monthly Pass (Adult)	1 or 2 Zones - \$193.65 ¹ , 3 Zones - \$253.75 ¹ , 4 Zones - \$306.20 ¹ , 5 Zones - \$418.10 ¹	Yes	Valid for unlimited travel on Conventional Bus through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for			No Add-Fare required
WCE Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Monthly Pass (Concession)	1 or 2 Zones - \$115.85 ¹ , 3 Zones - \$152.35 ¹ , 4 Zones - \$185.05 ¹ , 5 Zones - \$254.65 ¹	Yes	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		Valid for unlimited travel through the number of Zones paid for		No Add-Fare required
WCE Monthly U-Pass on Compass Card* (calendar month)	Student of an eligible educational institution who holds a valid student card (together with valid government issue photo identification if no photograph on student card), a valid U-Pass BC and a valid WCE Monthly U-Pass	All Zones - \$122.00 per month ¹ .	No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART				No Add-Fare required
WCE One-Way Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Purchaser who holds a valid WCE One-Way Fare (Adult)	Cash or Contactless Payment: 1 or 2 Zones - \$7.10 3 Zones - \$9.25 4 Zones - \$11.25 5 Zones - \$15.25	No	Valid for unlimited travel on Conventional Transit through all Zones during the hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel in one direction through the number of Zones paid for			Add-Fare required**
		Stored Value ¹ : 1 or 2 Zones: \$5.95 3 Zones: \$7.85 4 Zones: \$9.50 5 Zones: \$12.85						

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transfer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
WCE One-Way Fare (Concession) on Compass Card* or Compass Ticket* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid WCE One-Way Fare (Concession)	Cash: 1 or 2 Zones - \$4.70 3 Zones - \$6.15 4 Zones - \$7.55 5 Zones - \$10.25 Stored Value¹: 1 or 2 Zones: \$4.00 3 Zones: \$5.30 4 Zones: \$6.40 5 Zones: \$8.65	No	Valid for unlimited travel on Conventional Transit through all Zones during the hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel in one direction through the number of Zones paid for	Add-Fare required**		
WCE Return Fare (Adult) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Purchaser who holds a valid WCE Return Fare (Adult)	Cash: 1 or 2 Zones - \$13.40 3 Zones - \$17.75 4 Zones - \$21.70 5 Zones - \$28.95 Stored Value: 1 or 2 Zones: \$13.05 3 Zones: \$16.80 4 Zones: \$20.70 5 Zones: \$27.75	No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for	No Add-Fare required		
WCE Return Fare (Concession) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Return Fare (Concession)	Cash: 1 or 2 Zones - \$9.00 3 Zones - \$11.80 4 Zones - \$14.60 5 Zones - \$19.60 Stored Value: 1 or 2 Zones: \$8.75 3 Zones: \$11.25 4 Zones: \$13.90 5 Zones: \$18.75	No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for	No Add-Fare required		

¹ Indicates a discounted fare in effect for an introductory period as part of the introduction of Compass Card fare media, expiring at such time as determined by TransLink, in its sole discretion.

* Indicates Proof of Payment.

** Canada Line YVR Add-Fare is a short-term fare premium over the applicable fare in the amount of \$3.325 each way, which will be collected as a return fare premium of \$6.65 payable at YVR-Airport Station, Templeton Station or Sea Island Centre Station.

*** For transfers from WCE to Canada Line or Bus Service where the Tap In for the transfer to Canada Line or a bus occurs within the initial 120 min. Transfer Time and In-System Time, the passenger will have 90 min. of Transfer Time from the time of Tap In on Canada Line or Bus Service.

Table “2” – Exemptions

Eligible Person	Conditions	Exemption		
		Conventional Transit	West Coast Express	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations
Any person	None	Exempt from fare payment while travelling between Canada Line stations located on Sea Island	Not exempt from fare payment	N/A
Attendant	Only one Attendant is eligible for the exemption	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder
Child	None	Exempt from fare payment		Exempt from Add-Fare
Persons having their regular location of work on Sea Island	Persons must (i) provide proof of eligibility acceptable to TransLink to a dealer as designated by TransLink, and (ii) purchase from such dealer and possess as valid Proof of Payment, a Compass Ticket having the applicable fare	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare
Residents of Burkeville, Richmond	Person who holds and uses as valid Proof of Payment a Sea Island Compass Card, issued to such person by TransLink upon such person providing to TransLink proof of residency acceptable to TransLink, having the applicable fare and with valid identification	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare



TransLink
400 – 287 Nelson's Ct
New Westminster, BC V3L 0E7
Canada
778.375.7500

South Coast British Columbia
Transportation Company

April 10, 2025

Jerry Dobrovolny, CAO
Metro Vancouver Regional District
Metrotower III,
4515 Central Boulevard
Burnaby BC V5H 0C6

Re: Consultation on the Draft 2025 Investment Plan

Dear Jerry:

This letter is to advise the Metro Vancouver Regional District (MVRD) of the proposed revenue and scope parameters for a 2025 Investment Plan. As per the *South Coast British Columbia Transportation Authority (SCBCTA) Act*, TransLink is required to consult with MVRD on the proposed investment plan.

Investment Plan

The 2025 Investment Plan Discussion Guide (Attachment B) outlines the proposed parameters of the draft 2025 Investment Plan. As a result of the compressed timelines to develop and prepare this Investment Plan, MVRD will have until April 25, 2025, to provide feedback to TransLink on the proposed investment plan as described in the attached Discussion Guide, and this will constitute consultation with the MVRD on the draft 2025 Investment Plan.

Public consultation on the 2025 Investment Plan will be held from April 10 to April 24, 2025, on www.translinklistens.ca. Upon completion of the required consultation period, on April 30th we will bring forward a final 2025 Investment Plan seeking approval from the TransLink Board of Directors and the Mayors' Council.

Greater Vancouver Regional Fund Projects

New capital investments proposed in the 2025 Investment Plan are limited to those fully funded by regional contributions. With respect to the projects earmarked for GVRF funding, these are the changes proposed in the 2025 Investment Plan, as compared to the 2024 Investment Plan:

- GVRF funding will not be used to procure additional fossil-fueled non-revenue vehicles for 2025 onward.
- Procurement of 7 replacement Battery Electric Buses (BEBs) in 2027 has been added to projects proposed to be funded from GVRF. These replacement buses were previously planned as 2025 bus replacement, to be funded from Zero Emission Transit Fund (ZETF). However, due to constraints of depot space and charging infrastructure, the retirement of existing buses has been delayed until 2027. Accordingly, these buses will no longer qualify for ZETF funding. In addition, 31 replacement BEBs previously scheduled for 2025 that were to be funded from GVRF have been delayed to 2027 due to the constraints of depot space and charging infrastructure.
- Timing of certain bus procurements has been adjusted to better align with the replacement schedule.
- Costs were adjusted to reflect most recent estimates.

Borrowing Limit

Note that, the Mayors' Council on Regional Transportation is required to consult with MVRD on the proposed increase to TransLink's borrowing limit. A separate letter on this matter (see Attachment A) has been sent from the Chair of the Mayors' Council to the Chair of the Metro Vancouver Board.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Kevin Quinn
CEO, TransLink
Enclosure

cc: Harji Varn, Chief Financial Officer, Metro Vancouver
Lorraine Cunningham, Chair, TransLink Board of Directors
Mike Buda, Executive Director, Mayors' Council on Regional Transportation

ATTACHMENTS:

- A. Letter from Mayors' Council Chair to MVRD Board Chair re Borrowing Limit
- B. 2025 Investment Plan Discussion Guide for Public Consultation

April 10, 2025

Mayor Mike Hurley
Chair, Board of Directors Metro Vancouver Regional District
Metrotower III,
4515 Central Boulevard
Burnaby BC V5H 0C6

Dear Chair Hurley:

TransLink has initiated the public consultation process for its draft *2025 Investment Plan*. This *2025 Investment Plan* will significantly reduce TransLink's structural funding deficit, keeping TransLink's operations fully funded through 2027, while delivering early investments for the *Access for Everyone Plan*. This includes extending the R2 RapidBus, preparing for BRT, enhancing transit service, funding Major Road Network rehabilitation, and extending active transportation and road safety programs.

Consultation on this proposed 2025 Investment Plan will begin on April 10 and conclude on April 24, 2025.

In addition to the required TransLink consultation with the Metro Vancouver Regional District (MVRD) regarding the Draft Plan, legislation requires the Mayors' Council on Regional Transportation (Mayors' Council) to formally consult with the MVRD Board regarding any increase to TransLink's borrowing limit proposed in a draft investment plan. Specifically, Section 31(1.1) of the South Coast British Columbia Transportation Act (SCBCTA Act) states:

Before the Mayors' Council on Regional Transportation approves an investment plan that proposes an increase in the amount the authority may borrow, the Mayors' Council on Regional Transportation must consult with the Greater Vancouver Regional District Board of Directors.

In accordance with this provision, and to fulfill the consultation obligations with respect to the amount TransLink may borrow, I am writing to inform the MVRD Board of Directors that the Mayors' Council plans to consider approval of a 2025 Investment Plan that would increase TransLink's established borrowing limit. A response to this letter from the MVRD Board is requested by April 25, 2025 with any feedback you may wish to provide.

TransLink currently has an established borrowing limit of \$8.5 billion. The Draft Plan proposes an increase of \$2.2 billion to the amount TransLink may borrow so that the revised borrowing limit, in accordance with Section 31(1) of the SCBCTA Act, becomes \$10.7 billion. The increase in the borrowing limit is required to accommodate the growing size of TransLink's capital program, reflect changes in funding mix, and increased capital costs due to inflation and construction costs escalation.

If you have any questions, please do not hesitate to contact me, or to have your staff liaise with TransLink staff. We look forward to Metro Vancouver's continued support for investment in transit and transportation in the region.

Sincerely,



Mayor Brad West
Chair, TransLink Mayors' Council on Regional Transportation
Enclosure

cc: Jerry Dobrovolny, Chief Administrative Officer, Metro Vancouver
Harji Varn, Chief Financial Officer, Metro Vancouver
Lorraine Cunningham, Chair, TransLink Board of Directors
Kevin Quinn, Chief Executive Officer, TransLink
Mike Buda, Executive Director, TransLink Mayors' Council on Regional Transportation



400 – 287 Nelson's Court
New Westminster, BC V3L 0E7
info@mayorscouncil.ca



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Mayor Brad West
Chair, TransLink Mayors' Council on Regional Transportation
Enclosure

cc: Jerry Dobrovolny, Chief Administrative Officer, Metro Vancouver
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ATTACHMENTS:

- A. Letter from Kevin Quinn, CEO, TransLink to Jerry Dobrovolny, CAO, Metro Vancouver
- B. 2025 Investment Plan Discussion Guide for Public Consultation



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April 10, 2025

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If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin Quinn', with a stylized flourish at the end.

Kevin Quinn
CEO, TransLink
Enclosure

cc: Harji Varn, Chief Financial Officer, Metro Vancouver
Lorraine Cunningham, Chair, TransLink Board of Directors
Mike Buda, Executive Director, Mayors' Council on Regional Transportation



2025 Investment Plan Consultation Discussion Guide

Consultation Period: April 10 – April 24, 2025

We are seeking your feedback on TransLink's proposed *2025 Investment Plan*

TransLink is seeking public feedback on its *2025 Investment Plan*, the strategic plan that outlines the transportation services and investments we propose to deliver and how we propose to fund them.

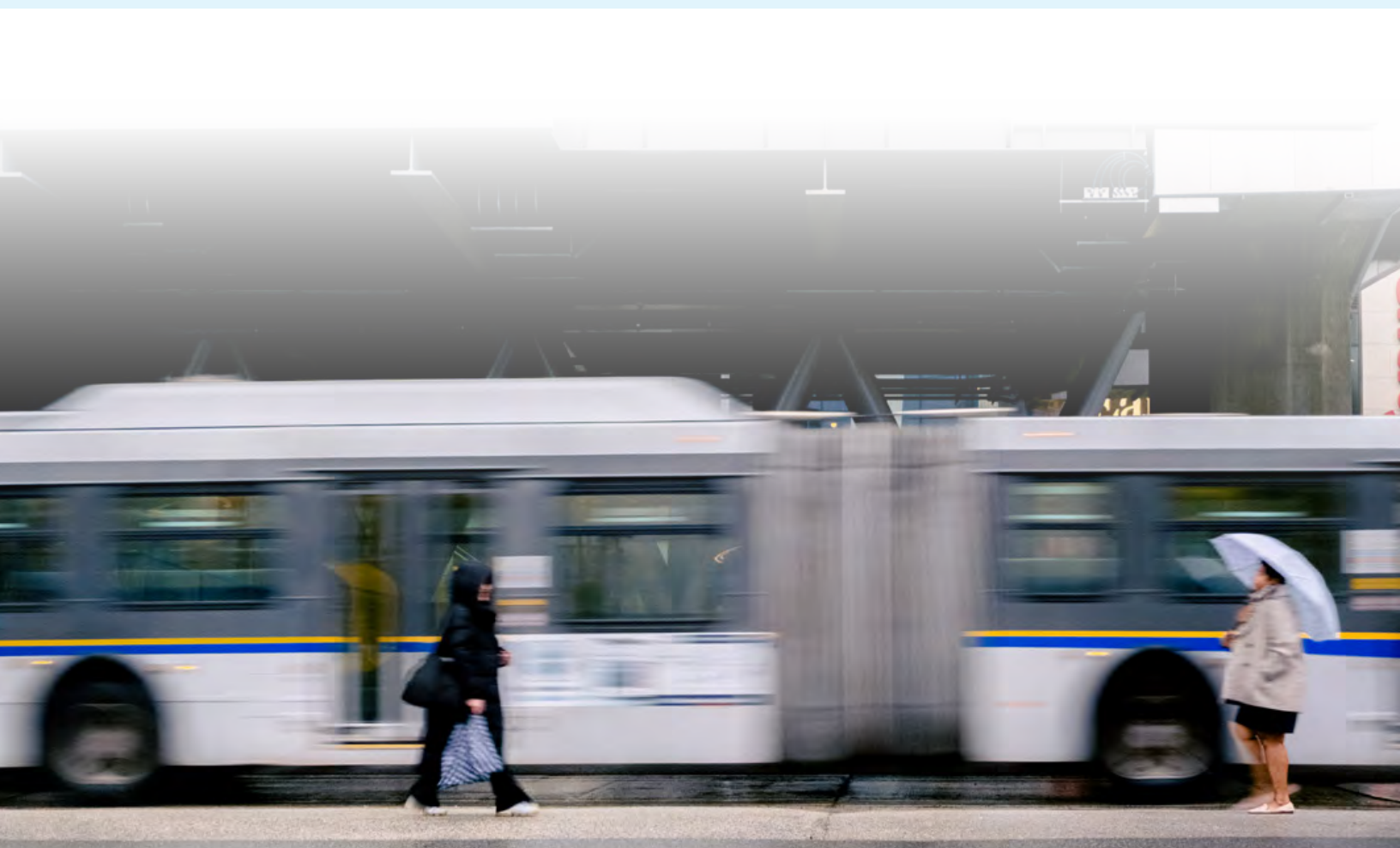
The public consultation period outlined in this Discussion Guide is open from **April 10 to 24, 2025**. Your input will be reported on and considered by the Mayors' Council on Regional Transportation and the TransLink Board of Directors. A Consultation Summary report will be posted to the Investment Plan website following the consultation.

HOW YOU CAN PROVIDE FEEDBACK

Public [online feedback form](#)

Project e-mail: investmentplan@translink.ca

Project voice mailbox: (778) 375-7377





TransLink respects the Indigenous Nations within Metro Vancouver and acknowledges all First Nations, Inuit, and Métis Peoples for their continued resilience, sustainable stewardship, and as active members of the community for generations to come.

We recognize that in planning and managing the region's transportation system, we have a role to play in supporting reconciliation with Indigenous Peoples.

Content

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- [15](#) Funding the *2025 Investment Plan*
- [24](#) Looking Ahead to the Next Investment Plan
- [25](#) Appendix 1: Proposed Fares

About TransLink

Regional multi-modal transportation mandate

TransLink (*South Coast British Columbia Transportation Authority*) provides a regional transportation system in Metro Vancouver that moves people and goods. We plan, fund and manage the region's transportation system in support of the regional growth strategy, and provincial and regional economic, environmental, and emission reduction objectives.

TransLink operates the region's transit system, including an extensive bus network, HandyDART, SkyTrain, West Coast Express, and SeaBus service. More than just transit service, TransLink owns and maintains five bridges, bike parkades, and active transportation infrastructure, funds the operation and maintenance of the region's Major Road Network, and partners with municipalities to invest in cycling, walking and road safety infrastructure.

TransLink governance structure

As set out in the South Coast British Columbia Transportation Authority Act (*SCBCTA Act*), TransLink is overseen by:

- The **Mayors' Council on Regional Transportation** which is made up of the 21 mayors in Metro Vancouver, the Chief of the Tsawwassen First Nation, and the elected representative of Electoral Area "A" (which includes UBC and the University Endowment Lands). The Mayors' Council collectively represents the viewpoints and interests of Metro Vancouver residents as they develop and approve TransLink's investment plans and long-term strategies.
- The **TransLink Board of Directors** which is made up of seven independent directors, the Chair and Vice-Chair of the Mayors' Council, and up to two individuals appointed by the Government of British Columbia. The Mayors' Council also appoints three Mayors' Council designates to the Board. The Board supervises the management of TransLink, and develops long-term strategies and 10-year investment plans in collaboration with the Mayors' Council.

How TransLink plans the regional transportation network

Under the *SCBCTA Act*, TransLink is required to regularly update two planning documents: a 30-year regional transportation strategy, and a 10-year Investment Plan. Investment plans must set out TransLink's anticipated operating and capital expenditures and how they will be paid for with established revenue sources over a 10-year period.

The *Access for Everyone Plan* is a bridge between these two legislatively required planning documents and identifies priority investments that are ultimately confirmed and funded via investment plans.



Introduction

This Investment Plan addresses critical transit and transportation needs, while reducing TransLink’s structural funding gap.

Transportation is a powerful economic driver – connecting people to jobs, businesses to customers, and communities to opportunities.

Each week, one third of Metro Vancouver’s population relies on TransLink’s network of transit, major roads, and active transportation infrastructure to move them through the region. A robust transportation system is critical to supporting a resilient economy, and a thriving region. It also helps grow businesses and productivity, address housing affordability challenges by supporting complete communities, and is an essential contributor to reducing GHG emissions.

However, a significant gap has emerged over the past several years between how much it costs to fund the regional transportation system, and how much revenue TransLink brings in. The three largest contributors to the funding gap are a regional shift toward electric and more fuel-efficient vehicles causing a decline in fuel tax revenue, fare increases held below inflation during the pandemic and structural changes in ridership, and overall higher costs due to inflation.

Temporary operating relief funding from the Governments of Canada and British Columbia, along with property tax and fare increases enabled in the *2022 and 2024 Investment Plans* ensured that TransLink could continue to operate through the end of 2025, while also adding bus service to address overcrowding and other priorities.

However, there remains an over \$600 million annual structural deficit beginning in 2026, and with it, a risk of significant transit service cuts if unaddressed.

TransLink has implemented \$90 million in annual cost efficiency initiatives to help address the structural deficit. These measures included reducing head count by eliminating unfilled corporate roles, reducing contract work and training budgets, implementing debt management optimization measures and increasing fare evasion enforcement. These efficiency measures alone are not enough to solve our financial challenge – a long term, sustainable funding solution is required.

This proposed 2025 Investment Plan makes significant progress on resolving the structural deficit. The Plan reduces the deficit by nearly half and keeps TransLink financially stable through to the end of 2027. This ensures that we can continue delivering reliable service to customers.

In addition, starting in September 2025 and continuing into 2027, this plan proposes to increase bus service by five per cent over today – the largest expansion approved since 2018 – helping to alleviate overcrowding on our busiest routes as well as improving transit to parks, industrial employment areas, and some underserved neighbourhoods. The plan also extends the R2 RapidBus from Phibbs Exchange to Metrotown, and advances design work for three future Bus Rapid Transit corridors. Investments in the Major Road Network and active transportation infrastructure will keep all road users moving.

Transit users, property owners, motor vehicle users, and the broader economy all benefit from a well-connected and maintained transportation system. This investment plan proposes, everyone who benefits from an effective regional transportation system helps to fund it, with increases to transit fares, property tax, and parking tax, and contributions from the Government of B.C.], to address the structural deficit and fund essential transportation investments to meet the needs of our growing region now and into the future.

Now more than ever, transit is a strategic investment in B.C.'s future. We recognize and appreciate the investment of our government partners to support these critical initiatives, ensuring that effective regional transit and transportation continue to be a catalyst for growth, resilience, and long-term prosperity.

WHAT'S THE ACCESS FOR EVERYONE PLAN?

The Mayors' Council's *Access for Everyone Plan* outlines critical transportation investments to build towards our vision of Transport 2050. The plan commits to:

- Doubling bus service
- Nine Bus Rapid Transit Corridors
- Rapid transit for the North Shore, Burnaby Mountain Gondola, UBCx
- Building 450km of the Major Bikeway Network
- And many other investments

Access for Everyone will be delivered through a series of investment plans, including early investment in BRT, more bus service, and increased funding for the Major Road Network proposed in this *2025 Investment Plan*.



New Investments in the *2025 Investment Plan*

The *2025 Investment Plan* funds early priorities from the *Access for Everyone Plan*, including preparing for future BRT, increasing bus service, and extending streets and roads programs. Figure 1 outlines the new investments proposed in this Plan.

These investments are *in addition* to the services and infrastructure already being delivered or are committed to being delivered, including the Broadway Subway Project, Surrey-Langley SkyTrain, new SkyTrain cars, improved service to First Nations communities, continued improvements to state of good repair, and transit service increases approved in the *2024 Investment Plan*:

- Additional bus service hours to address overcrowding
- Earlier morning trips on the SeaBus
- Improved late evening service on HandyDART

Figure 1. New investments proposed in the 2025 Investment Plan.

New Investments in the 2025 Investment Plan



Prepare for Bus Rapid Transit

- › Design for BRT corridors in preparation for anticipated full funding for these projects in the next Investment Plan
- › R2 Extension from Phibbs Exchange to Metrotown
- › More bus service to build ridership on corridors with future BRT (R1, 321, 501)



Expand Service and Address Overcrowding

- › Overall 5% increase in bus service over today, the largest expansion approved since 2018
- › Add service to address overcrowding, particularly in Surrey, Langley and the Burrard Peninsula
- › Enhance the Frequent Transit Network (FTN): 1 route added to FTN (335) and more frequency on 7 existing routes
- › Better serve transit-oriented communities: 1 new peak-only route (68th Ave Crosstown), and extended hours of operation on 2 routes (Harbourside, 88th Ave)
- › Better serve industrial workers and lands: 3 new or enhanced peak-only service areas (Gloucester, Tilbury, Campbell Heights) and improvements to 10 existing routes
- › Better serve communities with currently limited access to transit: 1 new service area (Central Royal Oak) and improvements to 23 existing routes
- › More HandyDART service to respond to growing demand
- › More rail car capacity on existing West Coast Express trips as ridership growth continues



Seasonal Service to Parks and Beaches

- › 7 new or enhanced seasonal services to parks and beaches (Belcarra, Campbell Valley, Centennial Beach, Golden Ears, Minnekhada, Stanley Park, Terra Nova) primarily on summer weekends and 1 new specialized service. Improvements to 10 existing routes.



Safer and Well Maintained Streets for All Modes

- › Provide funding to local governments in 2026 for active transportation, road safety, and road structures
- › Investments in bus priority infrastructure
- › 70 per cent increase to funding delivered to local governments, to rehabilitate the Major Road Network, to reflect inflationary rise in maintenance costs

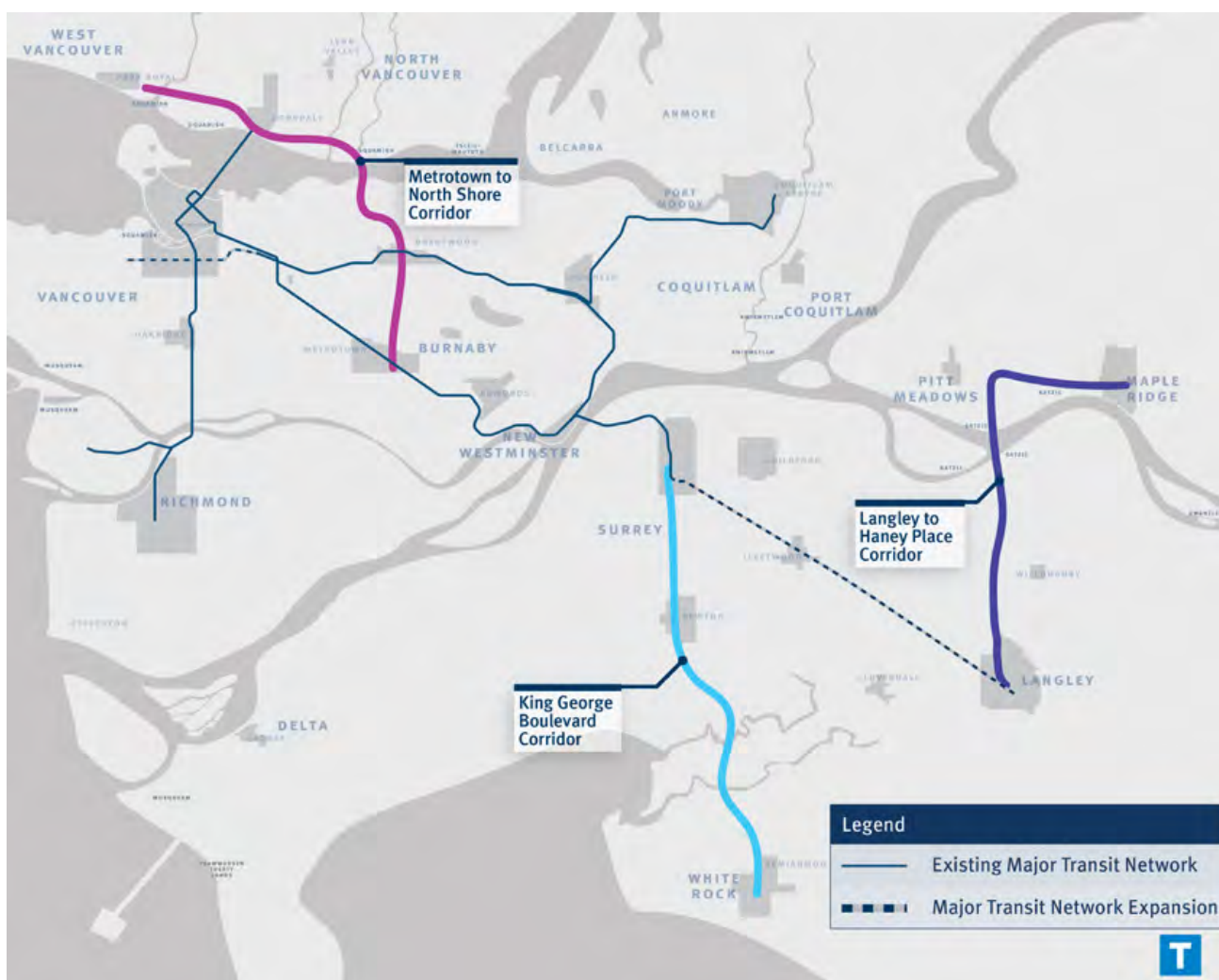
Preparing for Bus Rapid Transit

TransLink is currently developing the region's first Bus Rapid Transit Program, which will feature fast, frequent and reliable service, with dedicated lanes, transit signal priority, and comfortable stations. In October 2023, the Mayors' Council selected the first three corridors to build out Bus Rapid Transit (BRT) in the region:

- **King George Blvd** in Surrey to White Rock
- **Metrotown to North Shore**, to run from Park Royal in West Vancouver to Metrotown in Burnaby
- **Langley-Haney Place**, connecting Maple Ridge, Township of Langley and the City of Langley

This Plan funds the next steps to make progress on delivering BRTs as soon as possible.

Figure 2. Three bus rapid transit corridors in planning & development.



Bus Rapid Transit Design

This Plan proposes funding the design for BRT corridors. Construction and service would be funded in a subsequent investment plan, once contributions from senior governments are confirmed.

R2 Extension to Metrotown

This Plan proposes funding the construction of the R2 RapidBus extension from its current terminus at Phibbs Exchange to Metrotown, a precursor to a future rapid transit connection to and from the North Shore. This extension will improve connections to the North Shore, provide access to SkyTrain, and build ridership in advance of BRT along the corridor. The R2 Extension is expected to open in 2027.

New bus service on current routes to build ridership

This Plan proposes additional bus service hours on the R1, 321, and 501 to support customer demand and build ridership in preparation for King George Blvd and Langley-Haney Place BRT.

More Transit Service to Alleviate Overcrowding and Improve Convenience

More bus service to transit oriented communities, industrial areas, underserved neighbourhoods, and parks

Transit-Oriented Communities

For transit-oriented communities, the proposed increase includes a new peak-only route along 68th Avenue in Surrey, as well as extended hours of operation on route 231 in North Vancouver and route 388 in Surrey.

Industrial Employment Areas

New or enhanced service would be provided to the Gloucester, Tilbury, and Campbell Heights industrial employment areas and 10 additional routes (80, 116, 128, 159, 301, 310, 405, 407, 501, 791) will receive improvements to better serve industrial workers. The R2 extension will also provide better connectivity to industrial jobs on the North Shore.

Underserved Communities

This Plan proposes new service to the underserved community of Central Royal Oak as well as improvements to 23 routes (33, 102, 103, 105, 106, 109, 119, 147, 148, 152, 153, 155, 156, 157, 312, 322, 325, 341, 342, 371, 373, 375, N10) to serve other underserved communities.

Parks And Beaches

New or enhanced seasonal service on summer weekends would be provided to seven regionally significant parks and beaches (Belcarra, Campbell Valley, Centennial Beach, Golden Ears, Minnekhada, Stanley Park, Terra Nova) and one new specialized service (building off the success of our Bike Bus) will be introduced. Access to nature will also be enhanced through improvements to 10 existing routes (211, 212, 227, 228, 232, 236, 262, 280, 281, 282). Access to Tynehead Park will also be enhanced as part of other improvements to route 388.

Alleviate bus overcrowding

This Plan proposes additional service on approximately 50 routes to reduce overcrowding. Overcrowding on buses causes delays, pass-ups, and a less comfortable experience, especially for those who may need additional space to travel safely and comfortably.

Improving convenience with more frequent service

This Plan would increase service on the Frequent Transit Network (FTN)¹. This includes one new FTN route (route 335) and increasing frequencies to every 12 minutes on seven existing FTN routes (3, 8, 10, 16, 17, 19, 20).

Seven additional routes (68, 112, 123, 128, 191, 250, 601) would receive additional frequency improvements.

More service on HandyDART

This Plan would increase the number of available HandyDART trips to meet the anticipated increase in requests for rides on HandyDART.

Add cars on the West Coast Express

This Plan proposes to add capacity to existing West Coast Express trips as demand grows.

¹ The Frequent Transit Network is a network of corridors with 15-minute service throughout the day, everyday.

Figure 3. Map of proposed transit service improvements





Extending Streets and Roads Investments

Increase funding for pavement rehabilitation on the Major Road Network by 70 per cent

Every year TransLink provides local governments with funding to operate, maintain and rehabilitate the Major Road Network to ensure people and goods can keep moving along these key regional arteries.² Not only do these roads support personal vehicle travel, they are also critical for goods movement and bus service. Seventy per cent of the Major Road Network are our busiest transit corridors. Recognizing the increasing cost to maintain roads and increasing disrepair of pavement conditions, this Plan proposes increasing the annual amount that TransLink provides to municipalities by 70 per cent, a nearly \$50 million annual increase.

² The [Major Road Network](#) is made up of over 2,600 km of regional roads that connect urban centres across the region. TransLink currently delivers \$65 million per year for Major Road Network Operations, Maintenance and Pavement Rehabilitation.

Extend local government funding programs for one more year

This Plan proposes continuing investments in walking, biking, rolling, and road safety infrastructure for another year – with nearly \$90 million of funding in 2026 through the following programs:

- Walking Infrastructure to Transit (WITT)
- Bicycle Infrastructure Capital Cost Sharing (BICCS)
- Major Road Network and Bike (MRN-B)
- Major Road Network Structures (MRN-S)

This funding will help local governments and First Nations build accessible sidewalks near transit stations and stops, expand walking and biking networks, and implement other road safety improvements, including investments that improve seismic and climate resiliency.

More reliable bus service, less time stuck in traffic

Traffic congestion results in delays for bus customers and makes delivering bus service more costly for TransLink.³ Bus priority measures like dedicated lanes, queue jumps, and signal priority keep buses moving smoothly, improving travel times and cost efficiency.

This plan would extend TransLink's Bus Speed and Reliability Program for one more year, an additional \$13 million in program funding in 2026. Investment would be directed towards high-delay corridors and hotspot areas, to keep buses moving as quickly and reliably as possible.

³ More congestion on any given route means that buses are moving more slowly, and that more buses must be added to the schedule to deliver the same service.

Funding the *2025 Investment Plan*

Current Funding Model and Structural Deficit

TransLink's current funding model relies primarily on transit fares, property tax, and motor fuel tax

TransLink's operations are primarily funded through transit fares, property tax, and motor fuel tax on gasoline and diesel sold in the region. TransLink also receives revenue from an off-street parking sales tax, a small levy on residential electricity, commercial revenues from system advertising, investment income, and other minor sources. Later this decade, TransLink anticipates modest distributions from the newly established real estate development program. Although not a fixed revenue source, TransLink has received operating emergency relief funding from the Governments of Canada and B.C. through the pandemic and during post-pandemic recovery.

Capital funding is shared between the region, the Government of B.C., and the Government of Canada. TransLink funds its regional share of capital projects through borrowing, a regional development cost charge, and the other sources.

Our current funding model is not sustainable

TransLink is currently facing a significant operating funding shortfall beginning in 2026, averaging more than \$600 million annually. Three of the largest contributors to the structural deficit are:

- **Declining fuel tax revenue** due to increasingly fuel-efficient cars and trucks and the accelerating transition to zero-emissions vehicles. With less gas- and diesel-powered vehicles on the road, this main revenue source will continue to decline. Revenue from the regional fuel tax peaked in 2022 and by 2024 was already \$50 million lower than at the peak. This decline in fuel tax revenues has been happening faster than previously forecast and has contributed about \$1 billion dollars to the ten-year deficit relative to the *2018 Investment Plan*.
- **Lower transit fare revenues** due to structural changes in ridership and fare increases held below the rate of inflation during the pandemic. While transit ridership overall has returned, the make-up of riders and pass products on the system has changed, which has resulted in less revenue from transit fares.
- **Higher costs** due to rising inflation that emerged over the past few years. This has impacted nearly all facets of TransLink's business, including labour, fuel, materials, and construction costs.

This structural deficit has emerged since the outset of the pandemic. The *2022 and 2024 Investment Plans* ensured that TransLink remained financially stable through 2025, with emergency relief operating contributions from the Governments of B.C. and Canada and property tax increases, balancing transit fare increases with affordability constraints, while allowing time for the Mayors' Council, TransLink Board of Directors, and the Government of B.C. to develop a longer-term funding solution.

Building on these previous plans, the proposed *2025 Investment Plan* makes significant progress in building towards a more sustainable funding model, as outlined in the following section.

TRANSLINK IS COMMITTED TO FISCAL RESPONSIBILITY

TransLink has long been an efficient and cost-effective organization. In response to the structural deficit, TransLink initiated an independent review in 2024 to help enhance our operational efficiency and find any additional cost savings. This review found that TransLink has lower administrative costs than other comparable authorities and that there are limited opportunities to further reduce costs without cutting transit service. TransLink identified a series of efficiency measures to save approximately \$90 million per year, including corporate cost and staffing reductions, additional revenues, and debt management optimizations. As a result, in the 2025 budget, 86 per cent of TransLink's expenses are service related. Administrative expenses make up the remaining 14 per cent, lower than the 17 to 20 per cent average for Canadian and U.S. transit agencies.

To support funding this Investment Plan, TransLink commits to finding further efficiencies and cost-saving measures.

Proposed Updates to Funding Sources in the *2025 Investment Plan*

Everyone benefits from a robust transportation system, and everyone should contribute to it

A strong transportation system supports the economy by connecting people to jobs, students to work, and goods to market. It reduces traffic congestion, ensures safety for users across all modes of travel, and improves overall wellbeing. Even people that do not use transit still benefit from a well-functioning transit system because it keeps our whole economy moving and gets people to jobs that we all rely on everyday, from hospitals, construction sites, grocery stores, and so on.

TransLink's current funding model is based on the premise that those that benefit from the transportation system help pay for it: transit users, motor vehicle users, and property owners.

In the long-term, we envision building on this existing model by:

- Recognizing that an additional beneficiary of a well functioning transportation system is the broader economy. The regional and provincial economies benefit from a strong transportation system in Metro Vancouver.
- Increasing the contributions from each group to collectively address the structural deficit, aligned with the value they receive from the transportation system.
- Recognizing that every level of government does, and should continue, to invest in transportation: regional, provincial and federal.
- Continuing to make efficient use of public dollars.

Several changes proposed in this Investment Plan will make significant progress towards this funding solution: transit fare increase, property tax increase, and parking tax increase. In addition, a one-time grant of \$312 million from the Province of British Columbia to protect services through 2027 that will also help ease the transition to a new revenue tool(s) introduced in 2027 with full implementation in 2028. More information on each of these revenue sources is outlined in the following section.

Table 1. TransLink's current funding sources and proposed revenue changes in this investment plan.

Beneficiary Group	What contributions are already being made?	What's proposed to change in this Investment Plan?
Transit users	<ul style="list-style-type: none"> • Transit fares • Commercial revenues 	<ul style="list-style-type: none"> • Transit fare increase
Motor vehicle users	<ul style="list-style-type: none"> • Motor vehicle fuel tax • Off-street parking sales tax 	<ul style="list-style-type: none"> • Off-street parking sales tax increase
Property owners	<ul style="list-style-type: none"> • Property tax • Levy on residential electricity 	<ul style="list-style-type: none"> • Property tax increase
Broader economy	<ul style="list-style-type: none"> • Capital contributions from senior governments • Temporary operating emergency relief 	<ul style="list-style-type: none"> • An operating grant for 2025-2027

This funding proposal reduces the structural deficit and establishes a foundation to achieve long-term financial sustainability

The funding included in this *2025 Investment Plan* reduces our structural deficit by about half and ensures that we are fully funded until the end of 2027.

In addition, the Province has committed, subject to approval of the Legislature, to enable additional revenue source(s) in 2027. If passed, the new source(s) is intended to begin in 2027 with full implementation in 2028 generating at least \$112 million per year in new revenue when fully implemented. The new source(s), when combined with the utilization of other existing revenue sources, is also intended to help TransLink fix the remaining deficit and make further progress on the *Access for Everyone Plan*. TransLink and the Province will work together to develop the parameters and options for the new revenue source(s) to be introduced in 2027.

A new investment plan, drawing on increases to existing and the new revenue tool(s) will be required in 2027 to ensure that TransLink can fix the remaining deficit and make further progress on the *Access for Everyone Plan*.

What is proposed to change in the *2025 Investment Plan*?

Transit Fares

Transit users contribute to TransLink's largest amount of funding in the form of transit fares. Annual increases to fare products ensure that fares keep pace with inflation.

In response to the pandemic and to support the Government of B.C.'s affordability and pandemic recovery objectives, TransLink cancelled a planned 4.6 per cent fare increase in 2020 and kept fare increases below inflation in 2021-2024, at 2.3 per cent per year. As a result of these smaller increases since 2020, fares increases have remained low, while extraordinary inflation in recent years was driving up the cost of everything else (Figure 4).

To fund urgent service expansion and to allow fares to catch up after being held below inflation for five years, the *2024 Investment Plan* approved a fare increase of four per cent in 2025, three per cent in 2026 and approximately two per cent annually from 2027 to 2033.

What Are The Proposed Changes To Transit Fares In The *2025 Investment Plan*?

There are three proposed changes to transit fares: an overall increase to fares, adjustments to standardize discounted products, and an increase to the YVR AddFare (Table 2).

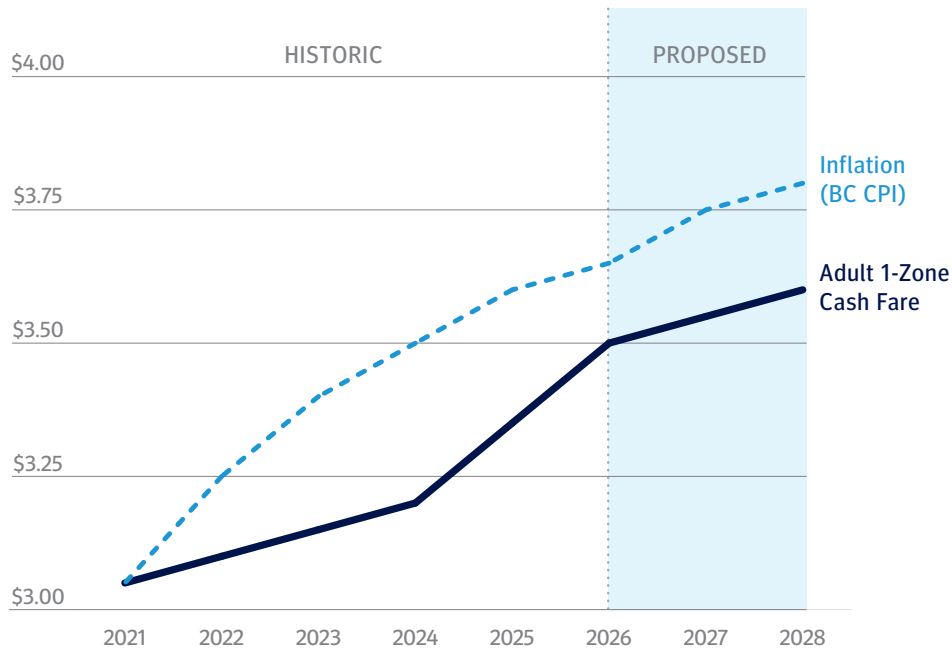
Collectively, when these adjustments are implemented in July 2026, they are expected to raise an additional \$26 million by the end of 2027. The combined impact of these changes on individual fare products are detailed in Appendix 1.

Increasing fares by five per cent in 2026

The Plan proposes increasing fares by approximately five per cent in 2026, two per cent more than was approved in the *2024 Investment Plan*. Between 2027-2034, fare increases will continue to be held at approximately two per cent annually, in line with the *2022 and 2024 Investment Plans*.

This increase in transit fares works out to approximately \$0.14 for an average trip but provides critical added revenues to ensure we can continue to provide safe and reliable service to customers.

Figure 4. Transit fares compared to inflation since 2021.



Simplifying fares by standardizing discounts

The Plan would also make fares fairer and more consistent by making the percent discount on products the same across all zones, relative to cash and stored value fares. This will be implemented gradually over a three-year period for most products; some products will increase slightly more or less than others. A more detailed table of all the fare products is included in Appendix 1.

For conventional transit fare products, these changes will mean that by 2028:

- Adult stored value products will be discounted 15 per cent off the relevant cash fare;
- Concession stored value products will be discounted 20 per cent off the equivalent adult stored value fare;
- Concession Day Passes will be discounted 20 per cent off the adult Day Pass rate; and,
- Concession monthly passes will be 40 per cent off the adult 1 zone monthly pass.

For West Coast Express fare products, these changes will mean that by 2030:

- Single journey adult stored value products will be discounted 15 per cent off the relevant cash fare;
- Single journey concession stored value products will be discounted 15 per cent off the equivalent concession cash fare;
- Concession monthly passes will be 40 per cent off the equivalent adult monthly pass; and,
- Concession fare single journey products will be 20 per cent off the equivalent adult product.

Increasing the Canada Line YVR AddFare

The Canada Line YVR AddFare is a fee added to certain trips leaving from YVR Airport, Sea Island Centre, and Templeton SkyTrain stations to support the cost of the Canada Line.

This Plan proposes an increase of \$1.50 to the Canada Line YVR AddFare in 2026, and by 2 per cent annually thereafter. The YVR AddFare has been unchanged since it was introduced at \$5 more than fifteen years ago. Increasing the AddFare will mean TransLink is able to meet its debt obligation associated with the ‘YVR Funding Agreement’ by March 31, 2040.

Table 2. Summary of proposed transit fare changes to fares.

What we are proposing in this Investment Plan	Why we are proposing it
1. 2026 fares to increase by an additional two per cent (from a planned three per cent to five per cent).	<ul style="list-style-type: none">Increased revenue will fill a portion of the structural deficit and help pay for an expansion of transit service.
2. Gradually standardize the discount rates between stored-value, concession and cash-equivalent products.	<ul style="list-style-type: none">Make fares fairer and more consistent;Makes it easier to communicate prices to customers.
3. Increase the Canada Line YVR AddFare by \$1.50 (for a total of \$6.50) in 2026, then by two per cent annually from 2027 onwards.	<ul style="list-style-type: none">The Canada Line YVR AddFare has not been increased since it was introduced in 2009;Ensure the debt obligation for construction of the Canada Line to YVR can be fully funded through the Canada Line YVR AddFare, as originally intended.

Property Tax

Like other regions in Canada and internationally, a **portion** of property taxes collected in the region are used to support TransLink’s investments in transit, roads, bridges, and walking and cycling infrastructure.

These investments create local benefits, such as facilitating access to employment, education, and other opportunities. The benefits that transportation investments generate can also increase underlying land values to the financial benefit of nearby property owners.

The TransLink portion of property tax is relatively small, making up approximately seven per cent of a household’s property tax bill (or \$250 dollars on a median \$3,500 residential property tax bill).

What is the Proposed Change to Property Tax in the 2025 Investment Plan?

This Plan proposes to make two changes to TransLink's property tax revenue, in addition to the continuation of 2024 tax levels approved in the *2024 Investment Plan*:

- In 2025, TransLink is proposing to raise an additional \$44 million in property tax revenue (an increase of eight per cent).
- In 2027, an additional increase of \$160 million in property revenue (an increase of 22 per cent).

In 2025, the impact of the \$44 million equates to \$20 for the median-value residential property in the region (\$909,000 property value). This increase represents approximately a 0.5 per cent rise in the total median-value residential property tax bill for 2025 compared to what they would have paid otherwise.

TransLink's total property tax revenues grow by 4.15 per cent annually, plus an amount based on Annual Development Growth.

Parking Tax

TransLink currently administers a 24 per cent parking sales tax on all off-street paid parking (hourly, monthly, and annually) within TransLink's service area in Metro Vancouver. The 2025 BC Budget announced upcoming amendments to the *SCBCTA Act* to allow TransLink's parking tax to be increased from 24 per cent to 29 per cent through an investment plan.

What is the Proposed Change to Parking Tax in the 2025 Investment Plan?

This Investment Plan proposes to increase the off-street parking sales tax from 24 per cent to 29 per cent, as allowable through upcoming amendments to the *SCBCTA Act* identified in [2025 BC Budget](#).

This change will raise approximately \$20 million in new revenue per year in 2026.

Table 3 outlines the additional amount of tax paid under the proposed park tax increase. Tax amounts are expected to increase by approximately forty cents on a \$10 parking fee.

Table 3. Parking tax increase impact.

Off-Street Parking Price (tax inclusive)	Previous Parking Sales Tax Paid (24 per cent tax rate)	Estimated Additional Parking Sales Tax (with 29 per cent tax rate)	Potential New off-street Parking Price* (tax inclusive)
\$5	\$0.92	+\$0.19	\$5.20
\$10	\$1.84	+\$0.38	\$10.40
\$15	\$2.76	+\$0.58	\$15.60

** Parking prices are ultimately set by parking vendors, estimates assume taxes are perfectly passed through to customers.*

Senior Government Contributions

Over the past decade, the Governments of British Columbia and Canada have invested billions in capital investment to ensure transit is maintained and expanded in Metro Vancouver to support a growing economy and region. In recent years, senior governments have also provided over \$1.3 billion in temporary operating relief in response to TransLink's structural deficit.

This plan also recognizes \$66 million per year over ten years in capital funding from the Government of Canada's Canada Public Transit Fund Baseline Stream. This funding will help keep the transportation system in a state of good repair.

What is Proposed to Change in the 2025 Investment Plan?

The Province of British Columbia will provide an operating grant of \$312 million, to reflect an annual contribution of \$100 million per year, starting in 2025. A subsequent investment plan is required to identify capital investments from all levels of government to fund the implementation of the *Access for Everyone Plan*.



Looking Ahead to the Next Investment Plan

This *2025 Investment Plan* would significantly reduce TransLink's structural funding deficit, keeping TransLink's operations fully funded through 2027, while delivering early investments for the *Access for Everyone Plan*. This includes extending the R2 RapidBus, preparing for BRT, enhancing transit service, funding Major Road Network rehabilitation, and extending active transportation and road safety programs.

While this is important progress, the next investment plan, expected in 2027, will need to:

1. Address the remaining structural deficit in 2028 and beyond.

To make progress on this objective, the Mayors' Council and TransLink Board will continue to work with the Government of B.C. on the new revenue source(s) (which will begin in 2027) and existing revenue sources to address TransLink's remaining deficit.

2. Advance a significant portion of the *Access for Everyone Plan*.

The *Access for Everyone Plan* commits to:

- A doubling of bus service
- Up to 9 Bus Rapid Transit Corridors
- Rapid transit for the North Shore, Burnaby Mountain, and UBCx
- Build out the Major Bikeway Network
- And many more investments

These investments will have a transformative impact in making transportation more convenient, reliable, and safe. While this *2025 Investment Plan* proposes to make early progress on some investments, the bulk of the *Access for Everyone Plan* remains unfunded, including Bus Rapid Transit implementation.

In late March 2025, the Government of Canada announced up to \$1.529 billion in capital funding over 10 years through the [Canada Public Transit Fund Metro Region Agreement Stream](#). This falls short of what is required to fully fund the *Access for Everyone Plan*. We encourage our senior government partners to partner with TransLink to **fully** fund the *Access for Everyone Plan* in upcoming investment plans.

PROVIDE YOUR FEEDBACK BETWEEN APRIL 10 – APRIL 24

We are seeking your feedback on the proposed new investments and revenues in the *2025 Investment Plan*. There are three ways to share your comments:

Complete our [online feedback form](#)

Send us an e-mail: investmentplan@translink.ca

Leave a voice message voice mailbox: (778) 375-7377

Appendix 1: Proposed Fares

CONVENTIONAL TRANSIT FARES 2025–2034

Transit Fare Rates			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Short Term Fare Products												
Adult	Cash	1-Zone	\$3.35	\$3.50	\$3.55	\$3.60	\$3.65	\$3.70	\$3.75	\$3.85	\$3.95	\$4.05
		2-Zone	\$4.85	\$5.10	\$5.20	\$5.30	\$5.40	\$5.50	\$5.60	\$5.70	\$5.80	\$5.90
		3-Zone	\$6.60	\$6.70	\$6.85	\$7.00	\$7.15	\$7.30	\$7.45	\$7.60	\$7.75	\$7.90
Concession	Cash	1-Zone	\$2.25	\$2.30	\$2.40	\$2.45	\$2.50	\$2.55	\$2.60	\$2.65	\$2.70	\$2.75
		2-Zone	\$3.30	\$3.40	\$3.50	\$3.60	\$3.65	\$3.70	\$3.80	\$3.90	\$4.00	\$4.10
		3-Zone	\$4.50	\$4.60	\$4.70	\$4.75	\$4.85	\$4.95	\$5.05	\$5.15	\$5.25	\$5.35
Adult Day Pass		All zones	\$11.95	\$12.55	\$12.80	\$13.05	\$13.30	\$13.55	\$13.80	\$14.10	\$14.40	\$14.70
Concession Day Pass		All zones	\$9.40	\$9.75	\$10.10	\$10.45	\$10.65	\$10.85	\$11.05	\$11.25	\$11.50	\$11.75
Discounted or Non-Short Term Products												
Adult	Stored Value	1-Zone	\$2.70	\$2.85	\$3.00	\$3.05	\$3.10	\$3.15	\$3.20	\$3.30	\$3.35	\$3.40
		2-Zone	\$4.00	\$4.20	\$4.40	\$4.50	\$4.60	\$4.70	\$4.80	\$4.90	\$5.00	\$5.10
		3-Zone	\$5.10	\$5.40	\$5.70	\$5.95	\$6.05	\$6.15	\$6.25	\$6.40	\$6.55	\$6.70
	Monthly Pass	1-Zone	\$111.60	\$117.20	\$119.55	\$121.55	\$124.40	\$126.90	\$129.45	\$132.05	\$134.70	\$137.40
		2-Zone	\$149.25	\$156.70	\$159.85	\$163.05	\$166.30	\$169.65	\$173.05	\$176.50	\$180.05	\$183.65
		3-Zone	\$201.55	\$211.65	\$215.90	\$220.20	\$224.60	\$229.10	\$233.70	\$238.35	\$243.10	\$247.95
Concession	Stored Value	1-Zone	\$2.25	\$2.30	\$2.40	\$2.45	\$2.50	\$2.55	\$2.60	\$2.65	\$2.70	\$2.75
		2-Zone	\$3.30	\$3.40	\$3.50	\$3.60	\$3.65	\$3.70	\$3.80	\$3.90	\$4.00	\$4.10
		3-Zone	\$4.50	\$4.60	\$4.70	\$4.75	\$4.85	\$4.95	\$5.05	\$5.15	\$5.25	\$5.35
	Monthly Pass	All Zones	\$63.80	\$66.95	\$70.10	\$73.15	\$74.60	\$76.10	\$77.60	\$79.15	\$80.75	\$82.35

Appendix 1: Proposed Fares

WEST COAST EXPRESS FARES 2025–2034

Transit Fare Rates – West Coast Express			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Short Term Fare Products												
Adult	Cash, one-way	1/2-Zone	\$6.60	\$6.95	\$7.10	\$7.25	\$7.40	\$7.55	\$7.70	\$7.85	\$8.00	\$8.15
		3-Zone	\$8.60	\$9.05	\$9.25	\$9.45	\$9.65	\$9.85	\$10.05	\$10.25	\$10.45	\$10.65
		4-Zone	\$10.50	\$11.05	\$11.25	\$11.50	\$11.75	\$12.00	\$12.25	\$12.50	\$12.75	\$13.00
		5-Zone	\$14.25	\$14.95	\$15.25	\$15.55	\$15.85	\$16.15	\$16.45	\$16.80	\$17.15	\$17.50
	Cash, return ticket	1/2-Zone	\$12.50	\$13.15	\$13.40	\$13.65	\$13.90	\$14.20	\$14.50	\$14.80	\$15.10	\$15.40
		3-Zone	\$16.55	\$17.40	\$17.75	\$18.10	\$18.45	\$18.80	\$19.20	\$19.60	\$20.00	\$20.40
		4-Zone	\$20.25	\$21.25	\$21.70	\$22.15	\$22.60	\$23.05	\$23.50	\$23.95	\$24.45	\$24.95
		5-Zone	\$27.05	\$28.40	\$28.95	\$29.55	\$30.15	\$30.75	\$31.35	\$32.00	\$32.65	\$33.30
Concession	Cash, one-way	1/2-Zone	\$4.00	\$4.35	\$4.70	\$5.05	\$5.55	\$6.00	\$6.10	\$6.20	\$6.30	\$6.45
		3-Zone	\$5.05	\$5.60	\$6.15	\$6.65	\$7.30	\$7.90	\$8.05	\$8.20	\$8.35	\$8.50
		4-Zone	\$6.55	\$7.05	\$7.55	\$8.05	\$8.85	\$9.60	\$9.80	\$10.00	\$10.20	\$10.40
		5-Zone	\$8.85	\$9.55	\$10.25	\$10.90	\$11.95	\$12.95	\$13.20	\$13.45	\$13.70	\$13.95
	Cash, return ticket	1-Zone	\$7.90	\$8.45	\$9.00	\$9.55	\$10.45	\$11.35	\$11.60	\$11.85	\$12.10	\$12.35
		3-Zone	\$10.20	\$11.00	\$11.80	\$12.65	\$13.85	\$15.05	\$15.35	\$15.65	\$15.95	\$16.25
		4-Zone	\$12.80	\$13.70	\$14.60	\$15.50	\$17.00	\$18.45	\$18.80	\$19.20	\$19.60	\$20.00
		5-Zone	\$17.30	\$18.45	\$19.60	\$20.70	\$22.65	\$24.60	\$25.10	\$25.60	\$26.10	\$26.60

Appendix 1: Proposed Fares

WEST COAST EXPRESS FARES 2025–2034

Transit Fare Rates – West Coast Express			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Discounted or Non-Short Term Products												
Adult	Stored value, one-way	1/2-Zone	\$5.50	\$5.70	\$5.95	\$6.15	\$6.30	\$6.40	\$6.55	\$6.70	\$6.85	\$7.00
		3-Zone	\$7.25	\$7.55	\$7.85	\$8.05	\$8.20	\$8.35	\$8.50	\$8.65	\$8.80	\$9.00
		4-Zone	\$8.90	\$9.20	\$9.50	\$9.80	\$10.00	\$10.20	\$10.40	\$10.60	\$10.80	\$11.00
		5-Zone	\$11.95	\$12.40	\$12.85	\$13.20	\$13.50	\$13.75	\$14.05	\$14.35	\$14.65	\$14.95
	Stored value, return pass	1/2-Zone	\$12.20	\$12.80	\$13.05	\$13.30	\$13.55	\$13.80	\$14.10	\$14.40	\$14.70	\$15.00
		3-Zone	\$15.65	\$16.45	\$16.80	\$17.15	\$17.50	\$17.85	\$18.20	\$18.55	\$18.90	\$19.30
		4-Zone	\$19.35	\$20.30	\$20.70	\$21.10	\$21.50	\$21.95	\$22.40	\$22.85	\$23.20	\$23.75
		5-Zone	\$25.90	\$27.20	\$27.75	\$28.20	\$28.85	\$29.45	\$30.05	\$30.65	\$31.25	\$31.90
	Monthly Pass	1/2-Zone	\$180.80	\$189.85	\$193.65	\$197.50	\$201.45	\$205.50	\$209.60	\$213.80	\$218.10	\$222.45
		3-Zone	\$236.90	\$248.75	\$253.75	\$258.85	\$264.05	\$269.35	\$274.75	\$280.25	\$285.85	\$291.55
		4-Zone	\$285.90	\$300.20	\$306.20	\$312.30	\$318.55	\$324.90	\$331.40	\$338.05	\$344.80	\$351.70
		5-Zone	\$390.40	\$409.90	\$418.10	\$426.45	\$435.00	\$443.90	\$452.55	\$461.60	\$470.85	\$480.25

Appendix 1: Proposed Fares

WEST COAST EXPRESS FARES 2025–2034

Transit Fare Rates – West Coast Express			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Discounted or Non-Short Term Products												
Concession	Stored value, one-way	1/2-Zone	\$3.30	\$3.65	\$4.00	\$4.30	\$4.70	\$5.10	\$5.20	\$5.30	\$5.40	\$5.50
		3-Zone	\$4.50	\$4.90	\$5.30	\$5.65	\$6.20	\$6.70	\$6.85	\$7.00	\$7.15	\$7.30
		4-Zone	\$5.40	\$5.90	\$6.40	\$6.85	\$7.50	\$8.15	\$8.30	\$8.45	\$8.60	\$8.75
		5-Zone	\$7.35	\$8.00	\$8.65	\$9.25	\$10.10	\$11.00	\$11.20	\$11.40	\$11.65	\$11.90
	Stored value, return pass	1/2-Zone	\$7.65	\$8.20	\$8.75	\$9.30	\$10.20	\$11.05	\$11.25	\$11.50	\$11.75	\$12.00
		3-Zone	\$9.65	\$10.45	\$11.25	\$12.00	\$13.15	\$14.30	\$14.60	\$14.90	\$15.20	\$15.50
		4-Zone	\$12.20	\$13.05	\$13.90	\$14.75	\$16.15	\$17.55	\$17.90	\$18.25	\$18.60	\$18.95
		5-Zone	\$16.55	\$17.65	\$18.75	\$19.80	\$21.70	\$23.55	\$24.00	\$24.50	\$25.00	\$25.50
	Monthly Pass	1/2-Zone	\$110.55	\$113.20	\$115.85	\$118.50	\$120.85	\$123.30	\$125.75	\$128.25	\$130.80	\$133.40
		3-Zone	\$146.35	\$149.35	\$152.35	\$155.30	\$158.45	\$161.60	\$164.85	\$168.15	\$171.50	\$174.95
		4-Zone	\$180.25	\$182.65	\$185.05	\$187.40	\$191.15	\$194.95	\$198.85	\$202.85	\$206.90	\$211.05
		5-Zone	\$252.05	\$253.35	\$254.65	\$255.85	\$261.00	\$266.20	\$271.50	\$276.95	\$282.50	\$288.15

TO: Board of Directors

FROM: Patrice Impey, Chief Financial Officer
Olga Kuznetsova, Vice President Financial Services
Donna Chao, Director Corporate Finance

DATE: April 22, 2025

SUBJECT: 2025 Property Tax Bylaw and 2025 Replacement Tax Bylaw

PROPOSED RESOLUTIONS

Property Tax Bylaw:

- A. That the TransLink Board of Directors introduces and reads a first, second and third time the *South Coast British Columbia Transportation Authority 2025 Property Tax Bylaw Number 157-2025* attached as Attachment 1 to the report dated April 22, 2025 titled "2025 Property Tax Bylaw and 2025 Replacement Tax Bylaw"; and
- B. That the TransLink Board of Directors reconsiders and finally adopts the *South Coast British Columbia Transportation Authority 2025 Property Tax Bylaw Number 157-2025* attached as Attachment 1 to the report dated April 22, 2025 titled "2025 Property Tax Bylaw and 2025 Replacement Tax Bylaw".

Replacement Tax Bylaw:

- C. That the TransLink Board of Directors introduces and reads a first, second and third time the *South Coast British Columbia Transportation Authority 2025 Replacement Tax Bylaw Number 158-2025* attached as Attachment 2 to the report dated April 22, 2025 titled "2025 Property Tax Bylaw and 2025 Replacement Tax Bylaw"; and
- D. That the TransLink Board of Directors reconsiders and finally adopts the *South Coast British Columbia Transportation Authority 2025 Replacement Tax Bylaw Number 158-2025* attached as Attachment 2 to the report dated April 22, 2025 titled "2025 Property Tax Bylaw and 2025 Replacement Tax Bylaw".

EXECUTIVE SUMMARY

Annually, the Property and Replacement tax rates are set based on the contemplated revenue increases set out in TransLink's approved Investment Plan.

The Property and Replacement tax rates for 2025 are calculated based on:

- year over year consistency in average taxes assessed; and
- the prescribed *British Columbia Hospital District Act Regulation* ratio requirements for property tax rate changes.

The target Property and Replacement tax revenue for 2025 totals \$682.0 million and is broken down as follows:

- Property tax revenue of \$664.0 million which is a continuation of property tax increases enacted in 2024 and represents a 15 per cent increase over the previous year's target revenue, as outlined in the approved 2025 Investment Plan:
 - 3 per cent annual statutory increase
 - 1.15 per cent additional annual increase to the standard property tax revenue

- 3.36 per cent for annual development growth (new construction)
- An increase of \$44 million approved in the 2025 Investment Plan
- Replacement tax revenue of \$18 million, which is a fixed annual amount.

The administration of these two taxes is different and, therefore, separate bylaws are required.

TransLink is seeking approval of the proposed resolutions for the 2025 annual tax rates by property class to facilitate the collection of the 2025 property and replacement tax revenue.

PURPOSE

The purpose of this report is to seek Board approval for the 2025 property and replacement tax bylaws.

BACKGROUND

Annually, the Property and Replacement tax rates are set in accordance with the *South Coast British Columbia Transportation Authority Act* (the “SCBCTA Act”) and based on the contemplated revenue set out in TransLink’s approved 2025 Investment Plan, which includes:

- Property tax revenue of \$664.0 million which is a continuation of property tax increases enacted in 2024 including the following:
 - 3 per cent for the annual statutory increase allowable under the SCBCTA Act
 - 1.15 per cent additional annual increase to the standard property tax revenue
 - 3.36 per cent for the annual development growth from new development and construction
 - An increase of \$44 million to the base as approved in the 2025 Investment Plan, which represents 7.6 per cent of prior year’s property taxes levied
- Replacement Tax of \$18 million which is a fixed annual amount.

The administration of the property tax and replacement tax is different and therefore separate bylaws are required.

DISCUSSION

TransLink has received and reviewed the 2025 completed property tax assessment rolls from BC Assessment.

Property Tax

In accordance with the 2025 Investment Plan, the 2025 property tax revenue to be collected through the rate setting process is \$664.0 million, an increase from previous year’s target property tax revenue of 15 per cent (excluding replacement tax).

Table 1 – Summary of Property Value Changes by Class:

Property Class	2025 Completed Roll (\$ millions)	2024 Revised Roll (\$ millions)	Total Increase/ (Decrease) (\$ millions)	Year over Year		
				Develop ment Change	Market Change	Total Change
01 Residential	1,317,100	1,300,136	16,964	3.5%	-2.2%	1.3%
02 Utilities	2,725	2,616	109	2.0%	2.2%	4.2%
04 Major Industry	4,585	4,354	231	1.3%	4.0%	5.3%
05 Light Industry	44,667	44,979	-312	1.4%	-2.1%	-0.7%
06 Business and Other	229,899	233,255	-3,356	2.9%	-4.3%	-1.4%
08 Rec/Non-Profit	3,046	2,938	108	13.6%	-9.9%	3.7%
09 Farm	100	101	-1	-11.3%	10.2%	-1.1%
Total	\$1,602,122	\$1,588,379	\$13,743	3.4%	-2.5%	0.9%

*Some amounts may not add due to rounding

Comparing the 2025 completed roll to the 2024 revised roll, the property classes with the highest increases in overall value were Utilities, Major Industry and Recreation/Non-Profit. Other classes experienced slight changes in total values.

The recommended 2025 Property Tax rates comply with the requirements of the SCBCTA Act relating to changes in tax rates tied to the prescribed *British Columbia Hospital District Act Regulation* ratios. The recommended rates also provide a consistent year-to-year change on property owners' average tax bills.

Table 2 – Property Tax Revenues Summary:

Property Class	2025 Completed Roll (\$000s)	2025 Property Tax Rate (per \$1,000)	2024 Property Tax Rate (per \$1,000)	Change in Property Tax Rates	2025 Revenue Forecast (\$000s)	2024 Revenue Invoiced (\$000s)
01 Residential	\$1,317,100,033	\$0.3125	\$0.2687	\$0.0438	\$411,563	\$349,347
02 Utilities	\$2,725,242	\$2.4717	\$2.3185	\$0.1532	\$6,736	\$6,066
04 Major Industry	\$4,584,611	\$1.4949	\$1.3672	\$0.1277	\$6,854	\$5,952
05 Light Industry	\$44,666,848	\$0.7193	\$0.6194	\$0.0999	\$32,127	\$27,860
06 Business and Other	\$229,899,028	\$0.8959	\$0.7886	\$0.1073	\$205,956	\$183,945
08 Rec/Non- Profit	\$3,045,937	\$0.2259	\$0.1821	\$0.0438	\$688	\$535
09 Farm	\$100,031	\$0.3381	\$0.3276	\$0.0105	\$34	\$33
Total					\$663,958	\$573,738

*Some amounts may not add due to rounding

Replacement Tax

The SCBCTA Act permits TransLink to collect up to \$18 million as replacement tax on property classes 1, 2, 4, 5 and 6, in proportions determined by the Authority.

The 2025 Replacement Tax rates meet the planned target revenue of \$18 million and provide a consistent year-over-year tax impact on property holders' average tax bills.

Table 3 – Replacement Tax Revenues Summary:

Property Class	2025 Completed Roll (\$000s)	2025 Repl Tax Rate (per \$1,000)	2024 Repl Tax Rate (per \$1,000)	Change in Repl Tax Rates	2025 Revenue Forecast (\$000s)	2024 Revenue Invoiced (\$000s)
01 Residential	\$1,317,100,033	\$0.0016	\$0.0016	\$0.0000	\$2,149	\$2,080
02 Utilities	\$2,725,242	\$0.0639	\$0.0627	\$0.0012	\$174	\$164
04 Major Industry	\$4,584,611	\$0.0664	\$0.0651	\$0.0013	\$304	\$283
05 Light Industry	\$44,666,848	\$0.0565	\$0.0554	\$0.0011	\$2,524	\$2,492
06 Business and Other	\$229,899,028	\$0.0559	\$0.0548	\$0.0011	\$12,849	\$12,782
Total					\$18,000	\$17,801

*Some amounts may not add due to rounding

Table 4 – Summary of Combined Property and Replacement Tax impacts:

Property Class	2025 Average Assessment	2024 Average Assessment	2025 Average Property & Repl Tax	2024 Average Property & Repl Tax	\$ Change In Average Tax	% Change In Average Tax
01 Residential	\$1,486,539	\$1,490,237	\$467	\$402	\$65	16%
02 Utilities	\$2,349,347	\$2,275,147	\$5,957	\$5,418	\$539	10%
04 Major Industry	\$32,285,991	\$29,415,594	\$50,408	\$42,132	\$8,276	20%
05 Light Industry	\$11,305,201	\$11,418,998	\$8,770	\$7,706	\$1,064	14%
06 Business and Other	\$5,259,283	\$5,400,910	\$5,006	\$4,555	\$451	10%
08 Rec/Non-Profit	\$3,751,154	\$3,668,006	\$847	\$668	\$179	27%
09 Farm	\$19,714	\$19,440	\$7	\$6	\$1	17%

*Some amounts may not add due to rounding

The average property and replacement taxes have been calculated by multiplying the average assessment values by the corresponding combined tax rates per thousand dollars of assessed values.

The tables below summarize the impact of the \$44 million increase approved in the 2025 Investment Plan for varying assessment values for residential and business properties.

Table 5 – Impact of \$44 Million Increase on Total Prop and Replacement Taxes Levied - Residential

Assessed Value of Residential Property	Total Prop & Repl Tax (with \$44 million increase)	Total Prop & Repl Tax (without \$44 million increase)	Total Additional Tax Levied
\$500,000	\$157	\$146	\$11
\$750,000	\$236	\$219	\$17
\$909,000 (Median)	\$286	\$266	\$20
\$1,000,000	\$314	\$292	\$22
\$1,486,539 (Average)	\$467	\$435	\$32
\$1,500,000	\$471	\$438	\$33
\$2,000,000	\$628	\$585	\$43
\$3,000,000	\$942	\$877	\$65
\$4,000,000	\$1,256	\$1,169	\$87

Amounts in the table above have been rounded.

Table 6 – Impact of \$44 Million Increase on Total Prop and Replacement Taxes Levied - Business

Assessed Value of Business Property	Total Prop & Repl Tax (with \$44 million increase)	Total Prop & Repl Tax (without \$44 million increase)	Total Additional Tax Levied
\$1,000,000	\$952	\$898	\$54
\$2,000,000	\$1,903	\$1,797	\$106
\$5,000,000	\$4,759	\$4,492	\$267
\$5,259,283 (Average)	\$5,006	\$4,724	\$282
\$10,000,000	\$9,517	\$8,983	\$534
\$20,000,000	\$19,035	\$17,966	\$1,069

Amounts in the table above have been rounded.

CONCLUSION

It is recommended that the Board approve and adopt the attached bylaws effective January 1, 2025.

ATTACHMENTS:

Attachment 1: 2025 Property Tax Bylaw # 157-2025

Attachment 2: 2025 Replacement Tax Bylaw # 158-2025

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 157-2025

A Bylaw imposing Property Tax for the year 2025

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 157-2025

A Bylaw imposing Property Tax for the year 2025

WHEREAS pursuant to the *South Coast British Columbia Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region, as defined in the Act, other than land and improvements that are taxable for school purposes only by special act.

AND WHEREAS in assessing the tax the Authority must adopt a variable tax rate system in which individual tax rates are determined and imposed for each property class.

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. This Bylaw may be cited as the “South Coast British Columbia Transportation Authority 2025 Property Tax Bylaw Number 157-2025.”
2. In this Bylaw, “transportation service region” means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
3. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the variable rates set out in Schedule 1 attached thereto.
4. This Bylaw comes into force and takes effect on January 1, 2025.

READ A FIRST, SECOND AND THIRD TIME this April 30, 2025.

RECONSIDERED, PASSED AND FINALLY ADOPTED this April 30, 2025.

Lorraine Cunningham, Chair

Jennifer Breeze, General Counsel & Corporate Secretary

SCHEDULE 1 attached to and forming part of
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
2025 PROPERTY TAX BYLAW NUMBER 157-2025

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.3125
02	Utilities	2.4717
04	Major Industry	1.4949
05	Light Industry	0.7193
06	Business/Other	0.8959
08	Recreational and Non-Profit	0.2259
09	Farm	0.3381

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 158-2025

A Bylaw imposing Replacement Tax for the year 2025

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 158-2025

A Bylaw imposing Replacement Tax for the year 2025

WHEREAS pursuant to the *South Coast British Columbia Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region, as defined in the Act, other than land and improvements that are taxable for school purposes only by special act.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region if the additional tax generates property tax revenue that is not more than \$18 million in this fiscal year and the additional tax is collected only from property classes 1, 2, 4, 5 and 6 in whatever proportions the authority may determine.

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. This Bylaw may be cited as the “South Coast British Columbia Transportation Authority 2025 Replacement Tax Bylaw Number 158-2025.”
2. In this Bylaw, “transportation service region” means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
3. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the rates set out in Schedule 1 attached thereto.
4. This Bylaw comes into force and takes effect on January 1, 2025.

READ A FIRST, SECOND AND THIRD TIME this April 30, 2025.

RECONSIDERED, PASSED AND FINALLY ADOPTED this April 30, 2025.

Lorraine Cunningham, Chair

Jennifer Breeze, General Counsel & Corporate Secretary

SCHEDULE 1 attached to and forming part of
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
2025 REPLACEMENT TAX BYLAW NUMBER 158-2025

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.0016
02	Utilities	0.0639
04	Major Industry	0.0664
05	Light Industry	0.0565
06	Business/Other	0.0559