

**ASSESSMENT**

8 May 2026



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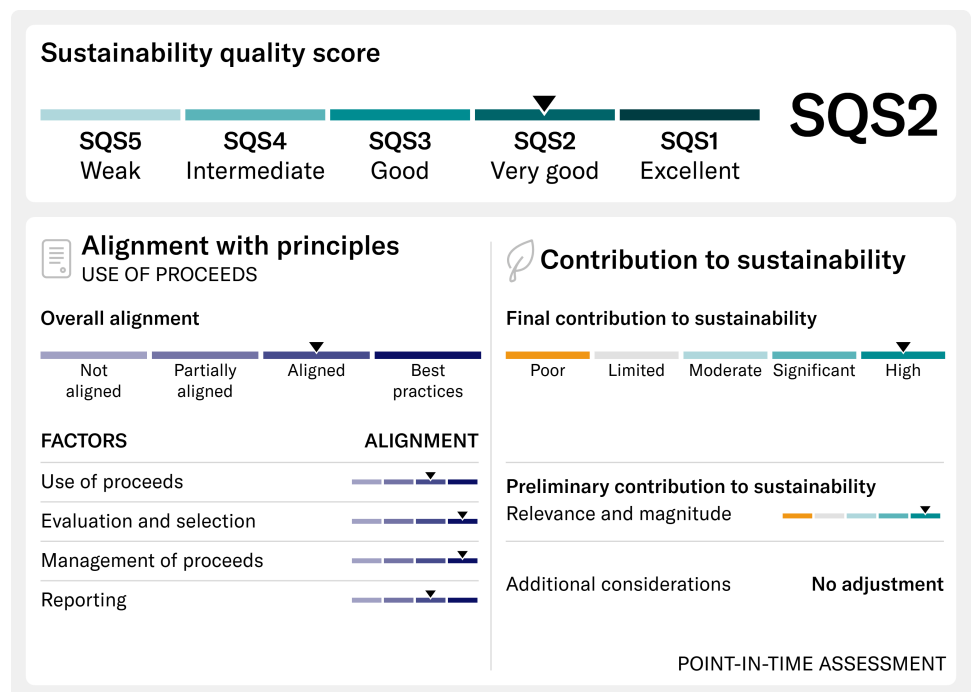
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# South Coast British Columbia Transportation Authority

Second Party Opinion – TransLink's Green Bond Framework  
Assigned SQS2 Sustainability Quality Score

**Summary**

We have assigned an SQS2 sustainability quality score (very good) to South Coast British Columbia Transportation Authority's (TransLink) green bond framework, dated May 2026. TransLink has established its use-of-proceeds framework with the aim of financing projects across four eligible green categories. The framework is aligned with the four core components of the International Capital Market Association's (ICMA) Green Bond Principles (GBP) 2025. The framework demonstrates a high contribution to sustainability.



## Scope

We have provided a Second Party Opinion (SPO) on the sustainability credentials of TransLink's green bond framework, including the framework's alignment with the ICMA's GBP 2025. Under its framework, TransLink plans to issue use-of-proceeds green bonds to finance projects across four green categories, as outlined in Appendix 3 of this report.

Our assessment is based on the last updated version of the framework received on 30 April 2026, and our opinion reflects our point-in-time assessment<sup>1</sup> of the details contained in this version of the framework, as well as other public and non-public information provided by the issuer.

We produced this SPO based on our [Assessment Framework: Second Party Opinions on Sustainable Debt](#), published in October 2025.

## Issuer profile

The South Coast British Columbia Transportation Authority, operating as TransLink, was established in 1998 and is the main provider of transportation services in the Greater Vancouver region and serves a large population of 3.1 million. It operates an extensive bus and rail network, including the SkyTrain rapid light-rail transit system, passenger ferries, an express commuter rail and accessible transit service. Oversight for TransLink is through the Mayors' Council, consisting of 23 members, which includes the mayors (or their representatives) from the 21 municipalities in Metro Vancouver, the Tsawwassen First Nation and the Electoral Area 'A'.

TransLink faces moderate exposure to environmental risk, reflecting its exposure to physical climate risks as TransLink's routes in the Greater Vancouver Area can be impacted by significant weather events including extreme heat and drought. In addition, TransLink maintains a large fleet of gas and diesel powered vehicles which exposes the agency to carbon transition risk. However, TransLink incorporates meaningful environmental sustainability and green initiatives into its strategic plans. These plans include reducing its carbon emissions through converting its fleet to zero emissions vehicles through electrification, and achieving net-zero greenhouse gas (GHG) emissions operations by 2050 with an interim reduction target of 45% from 2010 levels by 2030. Further, increased capital spending to reduce emissions and increase electrification will be partially balanced by increased ridership as both TransLink's and governmental policies, as well as public preference, shift from carbon inefficient travel to energy-efficient modes of transportation.

## Strengths

- » Zero-emission vehicles and related infrastructure, expected to represent the largest share of financing under the framework, represent best available technologies with substantial expected positive environmental benefits
- » Eligible projects address relevant environmental challenges that are important for the issuer, its sector and the regional context
- » Experienced sustainable bond issuer since 2018 with a track record of timely and comprehensive reporting
- » Short allocation period of 18 months in line with best market practices

## Challenges

- » Eligible projects under some categories have challenges in adopting best-in-class eligibility criteria or thresholds
- » No commitment to obtain external verification of financial and impact indicators to be reported annually

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## Alignment with principles

TransLink's green bond framework is aligned with the four core components of ICMA's GBP 2025. For a summary alignment with principles scorecard, please see Appendix 1.

- |  |  |
|--|--|
| <input checked="" type="radio"/> Green Bond Principles (GBP)       | <input type="radio"/> Green Loan Principles (GLP)                  |
| <input type="radio"/> Social Bond Principles (SBP)                 | <input type="radio"/> Social Loan Principles (SLP)                 |
| <input type="radio"/> Sustainability-Linked Bond Principles (SLBP) | <input type="radio"/> Sustainability Linked Loan Principles (SLLP) |

## Use of proceeds



### Clarity of the eligible categories – BEST PRACTICES

TransLink has clearly communicated the nature of expenditures and the eligibility criteria for the four green eligible categories. The net proceeds from green bonds will be allocated to finance, in part or in full, new or existing eligible green projects that meet the eligibility criteria under the framework. The issuer has articulated the eligibility criteria for all projects which include general project descriptions and technical thresholds where relevant. Eligible projects will be located in TransLink's service area in the Metro Vancouver region in British Columbia, Canada.

### Clarity of the environmental or social objectives – BEST PRACTICES

The issuer has clearly outlined the environmental objectives associated with the eligible categories. All eligible categories are relevant to the respective objectives to which they aim to contribute. The objectives are coherent with recognized international standards, including the United Nations' (UN) Sustainable Development Goals (SDGs). See Appendix 2 for more details.

### Clarity of expected benefits – ALIGNED

The issuer has identified clear expected benefits for all eligible categories, and these are relevant based on the projects likely to be financed under each category. The benefits are measurable for all project categories, and the issuer will quantify them in its annual post-issuance reporting. The issuer has communicated to us that, at this time, it will not be disclosing the share of refinancing prior to issuance. Nevertheless, the maximum lookback period for refinancing is defined in the framework as 24 months.

## Process for project evaluation and selection

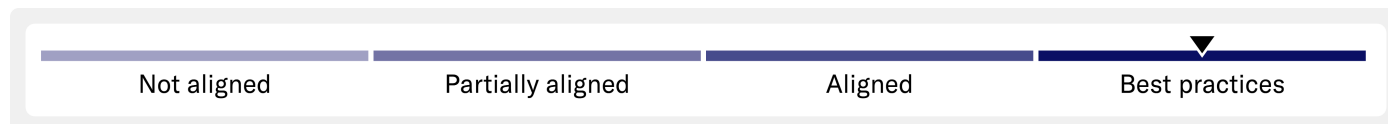


### Transparency and clarity of the process for defining and monitoring eligible projects – BEST PRACTICES

TransLink's decision-making process for the evaluation and selection of projects is clear and structured, and outlined in its framework. The evaluation and selection of eligible projects is overseen by the office of the CFO, which includes the enterprise sustainability and financial services functions. Project screening is led by enterprise sustainability and undertaken in consultation, as needed, with TransLink's operating companies and relevant business units. Project monitoring for compliance will be performed through the life of the bond, a market best practice. In case an eligible asset becomes ineligible, the issuer will replace the project with other eligible projects that are compliant with the framework.

TransLink has a comprehensive environmental and social (E&S) risk mitigation process for the monitoring, identification and management of project-level E&S risks. All eligible projects are subject to applicable laws, regulations and policies. The process is articulated both in the framework and in public documentation.

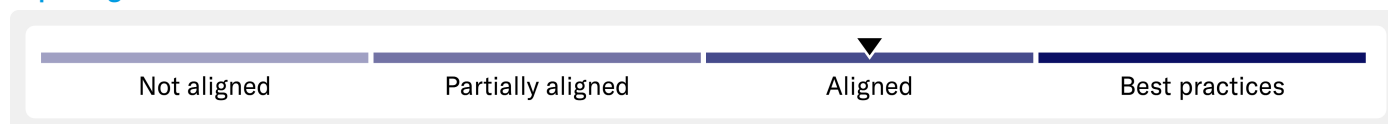
## Management of proceeds



### Allocation and tracking of proceeds – BEST PRACTICES

TransLink has defined a clear process for the management and allocation of proceeds under its framework. Net proceeds from each green bond are deposited into a dedicated, restricted green bond proceeds account and tracked separately in TransLink's internal accounting records to ensure transparent monitoring of allocations to eligible projects. The issuer aims to allocate the proceeds of the bonds within 18 months after the issuance. Temporarily unallocated proceeds will be held as cash in TransLink's green bond proceeds account or invested in liquid fixed income instruments, with explicit exclusion of carbon-intensive activities.

## Reporting



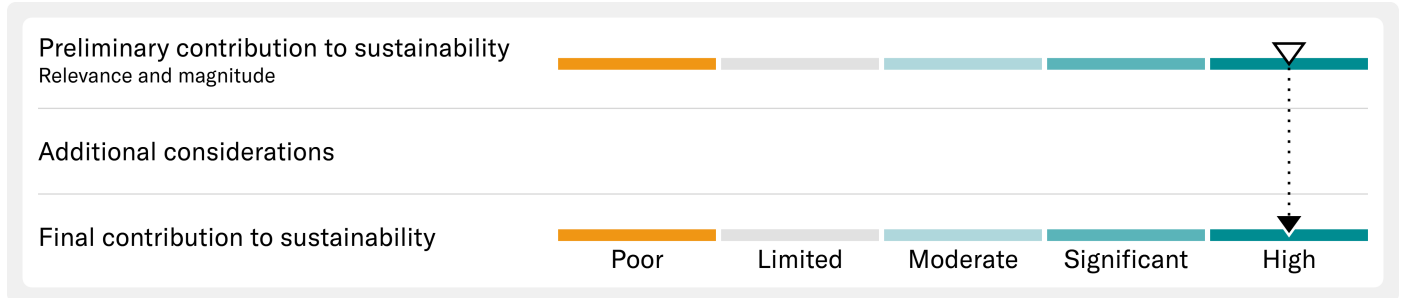
### Reporting transparency – ALIGNED

TransLink publishes an annual green bond impact report, which includes both allocation and impact reporting. This reporting is publicly available on the issuer's website. Allocation reporting will occur until full allocation and impact reporting will occur through the life of the bond. The reporting is exhaustive and includes details on TransLink's existing and future projects, the amount of proceeds allocated to each eligible category, project information and expected environmental and social benefits. The proposed impact indicators disclosed in the framework are clear, relevant and aligned with the expected environmental outcomes across all eligible categories. Calculation methodologies and assumptions for impact metrics are available in public documentation and cover most of the proposed impact metrics. Nevertheless, the issuer does not plan to have external independent verification on the tracking and allocation of funds, nor on the reported benefits.

TransLink is an experienced green bond issuer. The issuer established its inaugural green bond framework in 2018 and has since maintained an active issuance program, with issuance and outstanding volumes totaling CAD1.8 billion as of March 2026. TransLink's annual post-issuance reporting on its green bond issuances follows the commitments in its prior green bond framework, suggesting a high likelihood of continued timely and consistent reporting for future issuances.

### Contribution to sustainability

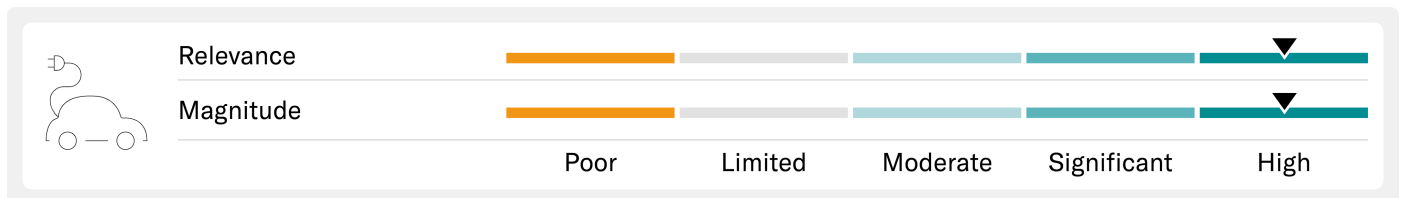
The framework demonstrates a high overall contribution to sustainability. This reflects a preliminary contribution to sustainability score of high, based on the relevance and magnitude of the eligible project categories, and we have not made an adjustment to the preliminary score based on additional contribution to sustainability considerations.



### Preliminary contribution to sustainability

The preliminary contribution to sustainability is high, based on the relevance and magnitude of the eligible project categories. Based on information provided by the issuer, we expect most of the proceeds from forthcoming issuances to be allocated to the clean transportation category. We have therefore assigned a higher weight to this category in our assessment of the overall framework's contribution to sustainability. A detailed assessment by eligible category has been provided below.

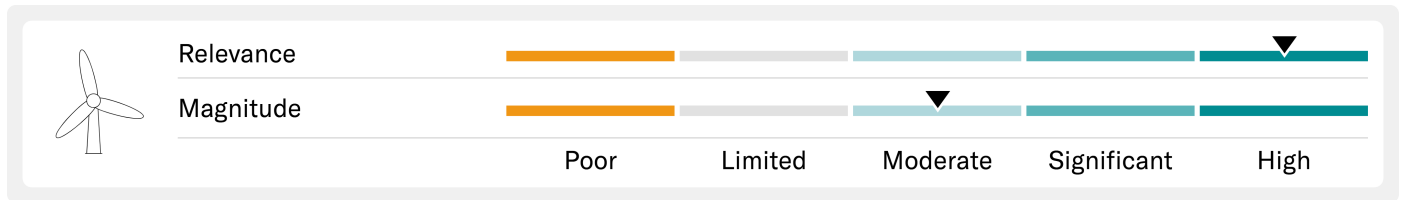
### Clean transportation



The clean transportation project category is highly relevant for the issuer, the mass transit sector and the Metro Vancouver region. Transportation is central to TransLink's mandate to deliver an integrated regional transportation system. TransLink's emissions from the revenue fleet constitute the dominant source of its scope 1 and 2 greenhouse gas (GHG) emissions.<sup>2</sup> At the regional level, transportation is the largest contributor to GHG emissions, with road transportation accounting for the majority.<sup>3</sup> Investments under this category are closely aligned with TransLink's climate action strategy<sup>4</sup> and support broader regional decarbonization objectives, including modal shift toward public and active transportation and the electrification of vehicle fleets.

Projects financed under the clean transportation category are anticipated to make a high contribution to climate change mitigation, reflecting eligibility criteria that prioritize best-in-class solutions and enable long-term emissions reductions. Eligible expenditures include zero emissions public transportation, related infrastructure, and active transportation, which are expected to materially reduce tailpipe emissions and promote modal shift away from private vehicle use. While the category permits certain low-carbon transport solutions (<50 gCO<sub>2</sub>e per passenger-kilometer) that do not meet the most stringent thresholds, the issuer has shared information on its fleet plan for the next decade, which indicates strong investment in zero tailpipe emissions technologies and the progressive phase-out of internal combustion engine vehicles. Together with the issuer's commitment to a net zero emissions fleet by 2040 and its planned transition of the bus fleet toward electrification, this suggests that the vast majority of future allocations are likely to be directed toward electric assets rather than other low-carbon alternatives.

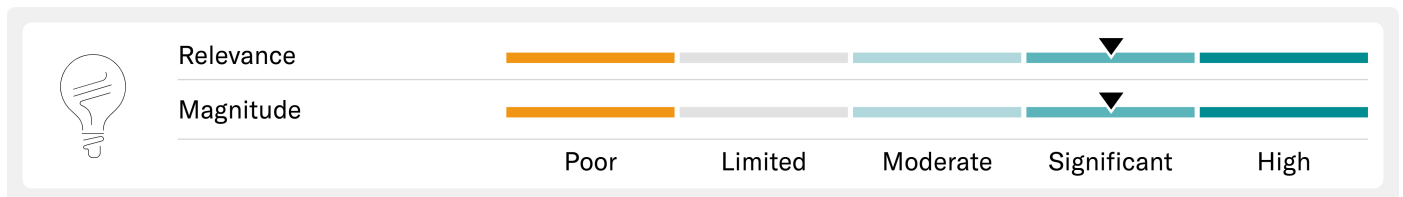
**Low carbon energy**



Investments in low carbon energy projects are highly relevant for the issuer, the mass transit sector and the regional context to address climate change mitigation. Reducing fossil fuel use across facilities and transportation directly targets a core source of GHG emissions, as around 72% of total energy use still relies on fossil fuels, accounting for the vast majority of regional emissions.<sup>5</sup> Energy use from transportation and buildings remains a key challenge, particularly given the issuer's operation of a large fleet of gas and diesel powered vehicles. Investments in renewable energy and fuels support the issuer's transition pathway, including its low carbon fleet strategy, and align with broader regional and corporate climate objectives.

The eligible projects are expected to generate a moderate contribution to climate change mitigation by targeting fossil fuel use in areas that materially drive the issuer's carbon footprint, notably its bus fleet. Solar photovoltaic projects represent best-in-class solutions and can deliver durable emissions reductions by directly displacing grid or fossil based electricity over their operating life. In addition, renewable fuels that meet defined carbon intensity thresholds of  $\leq 36$  gCO<sub>2</sub>e/MJ for renewable natural gas and  $\leq 50$  gCO<sub>2</sub>e/MJ for renewable diesel, can support near term reductions in tailpipe emissions during the transition toward fleet electrification. However, the overall mitigation impact is constrained by eligibility thresholds that, while aligned with Canada's Clean Fuel Regulations<sup>6</sup> and British Columbia's Low Carbon Fuel Standard,<sup>7</sup> remain above the most stringent international benchmarks. In addition, the absence of eligibility requirements on feedstocks or certification schemes for low carbon fuels limits visibility on lifecycle emissions and potential externalities. The issuer's intention to prioritize zero emissions projects over renewable fuels partially mitigates these constraints and strengthens the category's overall climate mitigation potential.

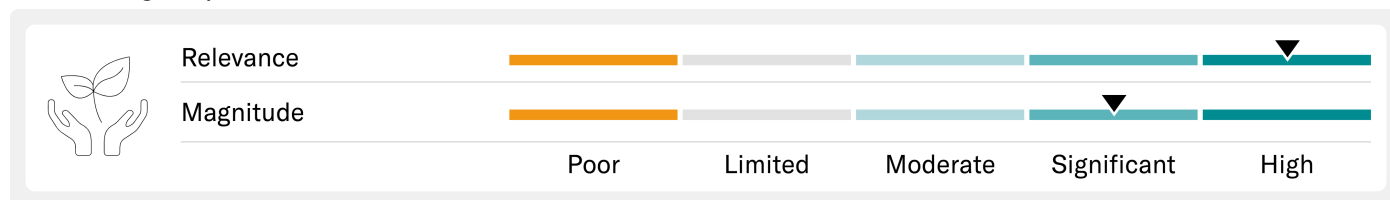
**Energy efficiency**



The category has significant relevance for the issuer, the sector and the regional context. Buildings account for 28% of GHG emissions in Metro Vancouver, highlighting the material role of reducing energy demand in the built environment.<sup>8</sup> Although TransLink's own facilities represented a minor share of its scope 1 and 2 emissions in 2025,<sup>9</sup> efficiency improvements across stations, maintenance centers and other assets support the issuer's decarbonization strategy, including its net zero facilities objective.

We expect that projects financed under this category will have significant magnitude to address climate change mitigation by delivering positive long-term impacts through the application of very good market thresholds. The category encompasses energy efficiency measures, fuel switching and low-carbon retrofits to existing buildings and infrastructure. Eligible projects are required to achieve energy savings or GHG emissions reductions of at least 30% relative to baseline conditions and exclude fossil fuel powered equipment. This is in line with relevant international standards, but not the most stringent thresholds. TransLink has indicated that projects which eliminate or reduce energy consumption will be prioritized over those focused on energy storage or reuse.

Climate change adaptation and resilience



Expenditures on climate change adaptation and resilience are highly relevant. As a transportation authority with a mandate to provide reliable and continuous services, TransLink has a responsibility to climate-proof its assets to maintain operational resilience. The Greater Vancouver region faces increasing physical climate risks, with climate projections indicating rising temperatures and increased annual precipitation,<sup>10</sup> while parts of TransLink’s service area, including the City of Vancouver, are exposed to elevated flood and extreme weather risks. Given the concentration of transit assets in these areas, strengthening asset resilience is critical to limiting service disruptions and safeguarding long-lived infrastructure. Investments under this category are aligned with the issuer’s climate strategy and support regional objectives to protect existing transportation networks and develop climate resilient systems.

Projects financed under this category are anticipated to significantly contribute to the climate change adaptation objective. Eligible investments are expected to generate positive long-term impacts by reducing physical climate risks and enhancing the resilience and adaptive capacity of critical transportation assets, including through the use of nature-based solutions which are associated with limited environmental externalities. Over time, the identification of eligible projects may be further informed by climate risk and vulnerability assessments of infrastructure, supporting more targeted and effective resilience outcomes. However, limited visibility into the specific projects to be financed constrains the assessment of whether the most effective adaptation solutions will be applied systematically.

**Additional contribution to sustainability considerations**

We have not made an adjustment to the preliminary contribution to sustainability score based on additional considerations.

TransLink demonstrates robust management of E&S risks through established governance and operational controls. Environmental regulatory compliance and adverse environmental impacts are managed through the Environmental Management Systems of Coast Mountain Bus Company (CMBC), British Columbia Rapid Transit Company (BCRTC) and West Coast Express (WCE). Environmental and social risks are further identified and mitigated through integrated capital, operational and procurement processes, including TransLink’s decision support tool for capital planning and prioritization, its procurement policy, and an enterprise risk management framework with annual risk identification and review processes.

The framework is aligned with TransLink’s broader sustainability strategy, which is guided by its climate action strategy and supported by its climate action plan. TransLink has established a long term target to achieve net zero emissions by 2050, alongside an interim target to reduce GHG emissions by 45% by 2030, relative to 2010 levels. The interim target was achieved early, with emissions reduced by 47% from the 2010 baseline as of 2025.

### Appendix 1 - Alignment with principles scorecard for TransLink's green bond framework

Factor	Sub-factor	Component	Component score	Sub-factor score	Factor score		
Use of proceeds	Clarity of the eligible categories	Nature of expenditure	A	Best practices	<b>Aligned</b>		
		Definition of content, eligibility and exclusion criteria for nearly all categories	A				
		Location	A				
		BP: Definition of content, eligibility and exclusion criteria for all categories	Yes				
	Clarity of the objectives	Relevance of objectives to project categories for nearly all categories	A	Best practices			
		Coherence of project category objectives with standards for nearly all categories	A				
		BP: Objectives are defined, relevant and coherent for all categories	Yes				
	Clarity of expected benefits	Identification and relevance of expected benefits for nearly all categories	A	Aligned			
		Measurability of expected benefits for nearly all categories	A				
		BP: Relevant benefits are identified for all categories	Yes				
		BP: Benefits are measurable for all categories	Yes				
		BP: Disclosure of refinancing prior to issuance and in post-allocation reporting	No				
		BP: Commitment to communicate refinancing look-back period prior to issuance	Yes				
	Process for project evaluation and selection	Transparency and clarity of the process for defining and monitoring eligible projects	Clarity of the process	A		Best practices	<b>Best practices</b>
			Disclosure of the process	A			
Transparency of the environmental and social risk mitigation process			A				
BP: Monitoring of continued project compliance			Yes				
Management of proceeds	Allocation and tracking of proceeds	Tracking of proceeds	A	Best practices	<b>Best practices</b>		
		Periodic adjustment of proceeds to match allocations	A				
		Disclosure of the intended types of temporary placements of unallocated proceeds	A				
		BP: Disclosure of the proceeds management process	Yes				
		BP: Allocation period is 24 months or less	Yes				
Reporting	Reporting transparency	Reporting frequency	A	Aligned	<b>Aligned</b>		
		Reporting duration	A				
		Report disclosure	A				
		Reporting exhaustivity	A				
		BP: Allocation reporting at least until full allocation of proceeds, and impact reporting until full bond maturity or loan payback	Yes				
		BP: Clarity and relevance of the indicators on the sustainability benefits	Yes				
		BP: Disclosure of reporting methodology and calculation assumptions	Yes				
		BP: Independent external auditor, or other third party, to verify the tracking and allocation of funds	No				
BP: Independent impact assessment on environmental and social benefits	No						
<b>Overall alignment with principles score:</b>					<b>Aligned</b>		

Legend: BP - Best practice, A - Aligned, PA - Partially aligned, NA - Not aligned

## Appendix 2 - Mapping eligible categories to the United Nations' Sustainable Development Goals

The four eligible categories included in TransLink's framework are likely to contribute to four of the United Nations' Sustainable Development Goals (SDGs), namely:

UN SDG 17 Goals		SDG Targets
GOAL 7: Affordable and Clean Energy	<i>Low carbon energy</i>	7.2: Increase substantially the share of renewable energy in the global energy mix
	<i>Energy efficiency</i>	7.3: Double the global rate of improvement in energy efficiency
GOAL 9: Industry, Innovation and Infrastructure	<i>Clean transportation,</i>	9.4: Upgrade infrastructure and retrofit industries to make them sustainable, with all countries taking action
	<i>Low carbon energy,</i> <i>Energy efficiency</i>	
GOAL 11: Sustainable Cities and Communities	<i>Clean transportation,</i>	11.2: Provide access to safe, affordable, accessible and sustainable transport systems for all
	<i>Low carbon energy,</i> <i>Energy efficiency</i>	
GOAL 13: Climate Action	<i>Climate change adaptation and resilience</i>	13.1: Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries

The United Nations' Sustainable Development Goals (SDGs) mapping in this SPO considers the eligible project categories and associated sustainability objectives/benefits documented in the issuer's financing framework, as well as resources and guidelines from public institutions, such as the ICMA SDG Mapping Guidance and the UN SDG targets and indicators.

### Appendix 3 - Summary of eligible categories in TransLink's framework

Eligible Categories	Description	Sustainability Objectives	Impact Reporting Metrics
Clean transportation	<ul style="list-style-type: none"> <li>- Measures supporting low or zero-emissions mobility and public transportation, including the development and deployment of low (&lt;50g CO<sub>2</sub>e/passenger-kilometre) and zero (0g CO<sub>2</sub>e/passenger-kilometre) emissions vehicles, including:               <ul style="list-style-type: none"> <li>o Passenger rail (light rail and heavy commuter rail cars)</li> <li>o Electric, hybrid, renewable diesel, and renewable natural gas buses</li> <li>o Electric trolleys</li> <li>o Electric passenger ferries</li> <li>o Electric, hybrid non-revenue fleet vehicles (e.g., maintenance)</li> </ul> </li> <li>- Active Transportation Infrastructure including walkways, bikeways, bike parkades, and bike lockers.</li> <li>- Measures supporting the construction, development, purchase, operation, and maintenance of infrastructure that supports low or zero-emissions mobility and public transportation, including:               <ul style="list-style-type: none"> <li>o Rail rapid transit lines and guideways</li> <li>o Charging or trolley overhead infrastructure to support zero-emission buses</li> <li>o Transit stations and bus exchanges</li> <li>o Storage, maintenance, and operations facilities</li> <li>o Land for transit infrastructure</li> <li>o Charging infrastructure to support zero-emission private passenger vehicles or private fleets</li> </ul> </li> <li>- Measures that increase public transportation ridership or promote a shift to low or zero-emissions passenger transportation modes including:               <ul style="list-style-type: none"> <li>o Information, technology, communications, and digital systems fair payment integration, multi-modal transportation, trip planning, and customer service systems</li> </ul> </li> <li>- Measures that improve the efficiency of transit and public transportation network including:               <ul style="list-style-type: none"> <li>o Information, technology, communications, and digital systems for charge management, energy management, schedule management,</li> </ul> </li> </ul> <p><b>Example Expenditures</b></p> <ul style="list-style-type: none"> <li>- Millennium Line Evergreen Extension</li> <li>- Port Coquitlam Transit Centre Electric Buses (BEBs) upgrade</li> <li>- Tsawwassen First Nations bus shelters</li> <li>- Maintenance and improvements to multi-use pathways across the region</li> <li>- Bike Parkades State of Good Repair Projects</li> <li>- Operations &amp; Maintenance Centre (OMC) 4 Land Acquisition, Vehicle Maintenance Facility, and Vehicle Storage.</li> </ul>	Climate change mitigation	<ul style="list-style-type: none"> <li>- Level of Ridership (# boardings)</li> <li>- Scope 1 and 2 GHG emissions from revenue fleet, non-revenue fleet, and facilities; total and normalized to passenger kilometers</li> <li>- Level of air pollutants (Criteria Air Contaminants, tonnes of SO<sub>2</sub>, NO<sub>x</sub>, PM)</li> <li>- Per cent, or number of buses and rail fleet vehicles/cars that are low and zero-emissions</li> <li>- Number of electric bus / vehicle chargers deployed</li> <li>- Per cent of regional trips / kilometers made by:               <ul style="list-style-type: none"> <li>o Active transportation (cycling, walking mode share)</li> <li>o Light duty vehicles (passenger vehicle mode share)</li> <li>o Public transit (transit mode share)</li> </ul> </li> <li>- Traffic speed reliability (reduction in congestion)</li> <li>- Total kilometres of new or improved:               <ul style="list-style-type: none"> <li>o Rapid transit lines (train, BRT, LRT)</li> <li>o Trolley overhead infrastructure</li> <li>o Active transportation (bicycle, walking)</li> </ul> </li> <li>- Estimated energy saved by the enabled project per year (MWh/year)</li> </ul>

Eligible Categories	Description	Sustainability Objectives	Impact Reporting Metrics
Low carbon energy	<ul style="list-style-type: none"> <li>- Measures supporting the development, deployment, procurement and distribution of solar energy at or below 100g CO<sub>2e</sub>/kWh.</li> <li>- Measures supporting the development, deployment, procurement and distribution of renewable natural gas (carbon intensity of ≤ 36g CO<sub>2e</sub>/MJ), and renewable diesel (carbon intensity ≤ 50g CO<sub>2e</sub>/MJ).</li> </ul> <p><b>Example Expenditures</b></p> <ul style="list-style-type: none"> <li>- Photovoltaic power development and installation</li> <li>- Distribution and storage of renewable fuels and associated fueling infrastructure</li> </ul>	Climate change mitigation	<ul style="list-style-type: none"> <li>- GHG emissions reduced/avoided (tonnes CO<sub>2e</sub>)</li> <li>- Power generated from renewable energy (MWh/yr)</li> </ul>
Energy efficiency	<ul style="list-style-type: none"> <li>- Measures supporting or promoting energy efficiency, fuel switching, low-carbon retrofits to existing buildings and infrastructure that achieve energy savings or a reduction of GHG emissions of ≥30% over baseline, and exclude the use of fossil-fuel powered equipment, including: <ul style="list-style-type: none"> <li>o Micro grids, smart grids, battery / energy storage systems, district heating and cooling systems.</li> <li>o Upgrade and/or replacement of heating, cooling and ventilation systems, lighting, and electrical equipment, building envelope, industrial appliances.</li> <li>o Equipment for monitoring energy performance such as digital controls, sensors, building information systems, energy management and control software and systems.</li> </ul> </li> </ul> <p><b>Example Expenditures</b></p> <ul style="list-style-type: none"> <li>- PowerSmart LED lighting upgrades at Richmond, Vancouver, Surrey, Port Coquitlam and West Vancouver Transit Centres</li> <li>- Building envelope rehabilitation and construction at SeaBus terminals</li> </ul>	Climate change mitigation	<ul style="list-style-type: none"> <li>- GHG emissions reduced/avoided (tonnes CO<sub>2e</sub>)</li> <li>- Energy savings (MWh/year or GJ)</li> <li>- Building energy efficiency (kWh/m<sup>2</sup> or GJ/m<sup>2</sup>)</li> <li>- Decrease in carbon intensity (tonnes CO<sub>2e</sub>/MWh)</li> </ul>

Eligible Categories	Description	Sustainability Objectives	Impact Reporting Metrics
Climate change adaptation and resilience	<p>- Measures, including adapted or enabling activities, which reduce risks and vulnerabilities associated with the effects of climate change or that enhance the resiliency, and adaptive capacity of assets and communities associated with the effects of climate change, including flooding, wildfires and extreme weather, wind, and/or extreme temperatures. This includes:</p> <ul style="list-style-type: none"> <li>o Hazard, risk and vulnerability studies and asset management programs.</li> <li>o Protection, redesign, retrofit, upgrade or relocation of existing buildings, or infrastructure, to mitigate the negative impact of climate change and enhance organizational and transportation system resilience.</li> </ul> <p>- Nature-based solutions for land, and rights of way for the transportation network, associated infrastructure and buildings, including natural asset management and stormwater management systems.</p> <p>- Measures supporting the monitoring and prediction of weather and environmental conditions, including information support systems, such as climate observation, early warning and communication systems.</p> <p><b>Example Expenditures</b></p> <ul style="list-style-type: none"> <li>- Flood protection of operationally critical assets</li> <li>- Storm water management system upgrades</li> <li>- Building envelope and cooling system upgrades to minimize heat gain and protect staff/customers</li> </ul>	Climate change adaptation	<ul style="list-style-type: none"> <li>- Number of kms of rail, LRT, or BRT line infrastructure adapted (improved capacity to adapt to climate change, disasters and extreme weather)</li> <li>- Number of buildings and stations adapted (improved capacity to adapt to climate change, disasters and extreme weather)</li> <li>- Decrease in the number of days between a disaster and the related response and/or recovery</li> <li>- Reduction in emergency and unplanned rail, LRT, BRT line replacement in km</li> <li>- Reduction in number of repairs needed due to storms, flooding, landslides (to all kinds of infrastructure and assets)</li> <li>- Reduction in service hours / days lost due to storms, flooding, landslides (to all kinds of infrastructure and assets)</li> <li>- Increased number of regional residents with access to thermally safe conditions in transit system (e.g., capacity of air conditioned buses, trains, stations)</li> </ul>

## Endnotes

<sup>1</sup> Point-in-time assessment is applicable only on date of assignment or update.

<sup>2</sup> TransLink, [Accountability Report 2025](#), accessed April 2026.

<sup>3</sup> Metro Vancouver, [Emissions inventories and forecasts](#), accessed April 2026.

<sup>4</sup> TransLink, [Climate Action Strategy](#), accessed April 2026.

<sup>5</sup> Metro Vancouver, [Climate 2050 Roadmap: Energy](#), accessed April 2026.

<sup>6</sup> Government of Canada, [Clean Fuel Regulations](#), accessed April 2026.

<sup>7</sup> British Columbia, [Renewable and Low Carbon Fuels](#), accessed April 2026.

<sup>8</sup> Metro Vancouver, [Emissions inventories and forecasts](#), accessed April 2026.

<sup>9</sup> TransLink, [Accountability Report 2025](#), accessed April 2026.

<sup>10</sup> Metro Vancouver, [Climate Projections for Metro Vancouver](#), accessed April 2026.

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