



# Discussion Guide for Consultation on Investment Plan 2024

translink.ca







## We are seeking your feedback on TransLink's proposed 2024 Investment Plan

TransLink is in the process of updating its Investment Plan and is seeking public feedback on the proposed direction. This discussion guide summarizes what *new* investments we'd be able to make and how those investments will be funded.

The public consultation period is open from **March 22 to April 5, 2024**. You can provide your feedback online or through email or by phone. 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 the public can engage:

Public online [feedback form](#)

Project e-mail: [investmentplan@translink.ca](mailto:investmentplan@translink.ca)

Project voice mailbox: (778) 375-7377



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## Land Acknowledgement

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.

# About TransLink

## Multi-modal regional mandate

TransLink (South Coast British Columbia Transportation Authority) plans, funds, and manages 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.

## TransLink governance structure

As set out in the *South Coast British Columbia Transportation Authority Act (SCBCTA Act)*, TransLink is overseen by:

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 Board appoints the TransLink CEO, supervises the management of the affairs of TransLink, and develops long-term strategies and 10-year investment plans in collaboration with the Mayors' Council.

The **Mayors' Council on Regional Transportation** 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). Together, members of the Mayors' Council collectively represent the viewpoints and interests of the people of the Metro Vancouver region as they develop and approve TransLink's investment plans and long-term strategies.



## How TransLink plans the regional transportation network

Under the *SCBCTA Act*, TransLink is legislatively required to update two planning documents: a 30-year regional transportation strategy, and a 10-year investment plan. The investment plan must outline anticipated expenditures – the levels of transit service to be delivered, planned infrastructure projects, and other investments – and how these operations will be fully paid for. TransLink also uses a mid-term planning document, the *Access for Everyone Plan*, to guide future investment plans.



### Regional Transportation Strategy – Transport 2050

#### 30-Year 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 Plan

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 and TransLink Board.



### 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.

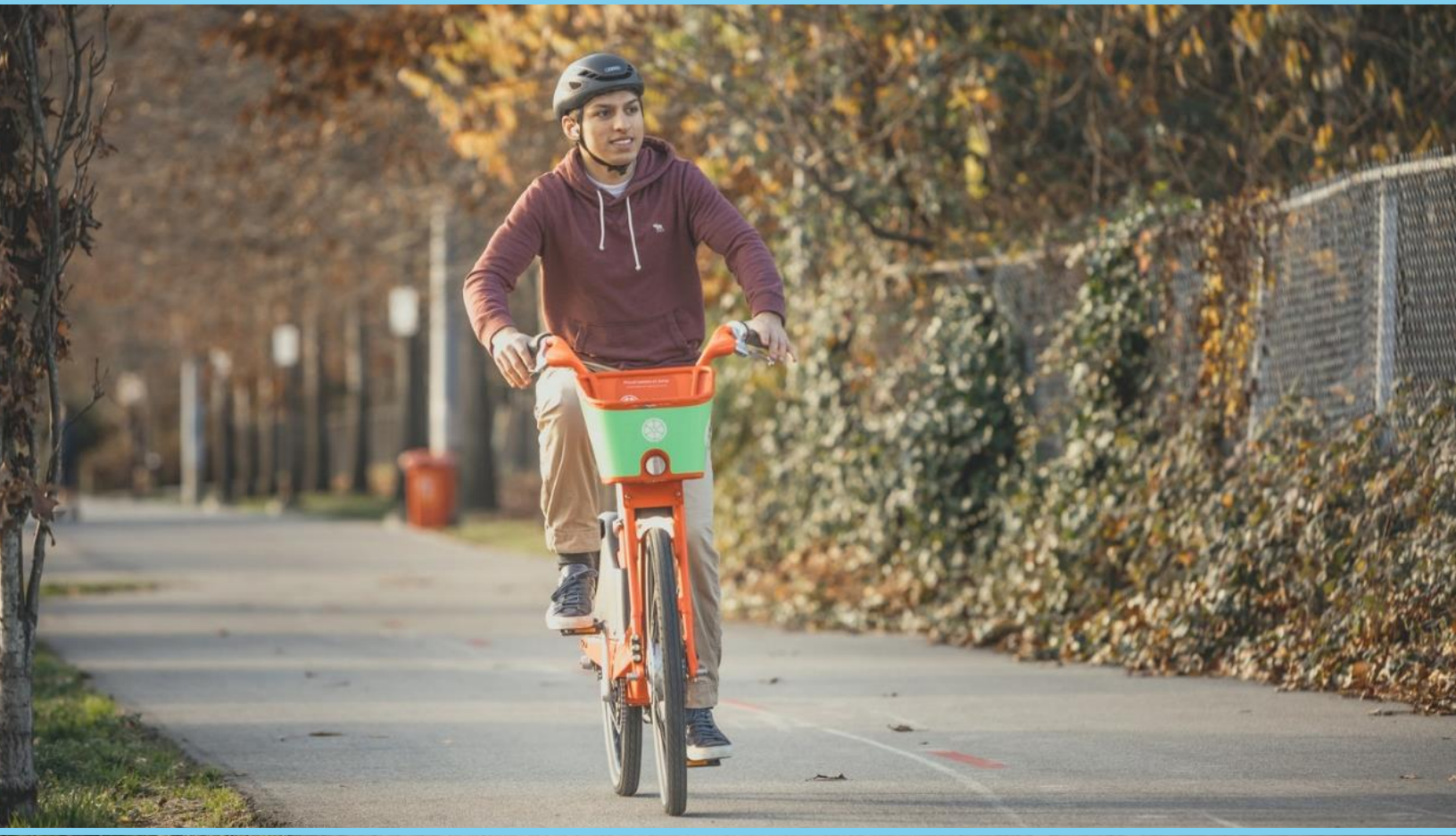
Figure 1. TransLink's strategic planning framework.

### What we funded in the most recent investment plan

The Mayors' Council and TransLink Board of Directors approved TransLink's most recent investment plan on May 26, 2022. Critically, the *2022 Investment Plan* avoided pandemic-related bus service cuts, maintained SeaBus service, and increased HandyDART service. In addition, with support from the Governments of BC and Canada, the *2022 Investment Plan* also funded:

- Surrey Langley SkyTrain
- New SkyTrain replacement cars
- R6 Scott Road RapidBus
- Replacing 500 aging diesel buses with mostly battery-electric buses and compressed natural gas buses fueled by renewable natural gas
- Customer washrooms on the transit system
- Bus priority infrastructure, to make buses faster and more reliable
- Continued funding for road safety, streets, walkways, and bikeways
- Improved transportation access to First Nations reserve lands

All of these previously approved projects and programs are proceeding; this Discussion Guide is focused on what is new or changing in a proposed *2024 Investment Plan*. These proposals cover the period from 2024-2033.



# Introduction to the **2024 Investment Plan**

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In a rapidly growing region, the *2024 Investment Plan* will provide urgently needed near-term transit service improvements to address overcrowding and enable the purchase of buses for future system expansion. It will also continue investments in road safety, biking, and pedestrian improvements for an additional year.

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The transit system, walkways, bikeways, and roads that TransLink plans, manages, funds, or operates play a critical role in connecting us and keeping our region moving. During an average week, about 900,000 unique people use our transit system – nearly one-third of the region’s population.

In the context of a region seeing unprecedented population growth, fast growing transit ridership is prompting the region to focus on managing overcrowding and expanding service. At the same time, the lingering impacts of the global pandemic and continuing high inflation are putting pressure on TransLink’s fiscal sustainability.

## **Rapid Regional Growth**

Since the last investment plan was approved in 2022, the population of the region has grown by more than 150,000 people – the equivalent of adding a new City of Coquitlam to the region (see Appendix 3 for more information). We anticipate that the region will continue to grow rapidly over the coming years, which will continue to stretch the regional transportation system.

## **Transit Overcrowding**

After a period of lower travel demand due to the COVID-19 pandemic, transit ridership in the region has now recovered to 90 per cent of 2019 levels, leading our peers in Canada and the U.S. In many parts of Metro Vancouver, ridership has already far surpassed 2019 levels, and we are now seeing a return to overcrowding conditions, where pass-ups are becoming widespread. Up to one-third of bus trips in Vancouver, Surrey, and Langley are now overcrowded at peak times.

Without further investment in 2024, we project that the percentage of transit trips that are overcrowded will nearly double over pre-pandemic levels, affecting four in ten trips. Such conditions undercut transit reliability, impacting peoples’ access to jobs, education, and other opportunities.

Meanwhile, the scale and urgency of housing affordability and climate crises have been intensifying. The Government of BC has responded with new measures to encourage transit-oriented housing which is expected to accelerate development around our transit system and further increase demand for transit. These moves reinforce the need for significant investments in transit and active transportation options.

### **A Growing Structural Deficit**

Like most organizations, TransLink is facing higher costs due to inflation, which has impacted nearly every part of our supply chain and operations. While our transit ridership has recovered, changes in ridership patterns and fare composition have led to a persistent gap in fare revenue. At the same time, the rapid transition to electric vehicles and more fuel-efficient vehicles – while critical to achieving regional climate targets – continues to erode our fuel tax revenue.

As a result of these cost and revenue pressures, TransLink is facing a structural deficit, or funding shortfall, of an average of \$600 million per year over a 10-year period, beginning in 2026.

Our previous investment plan adopted in 2022, plus relief funding provided by senior governments during the pandemic, and an additional \$479 million provided by the Government of BC in 2023 will keep TransLink's operations stable until the end of 2025. Unless the structural deficit is addressed, the region could see significant transit service cuts of up to 60 per cent beginning in 2026, which would negatively impact nearly every person in the region. To avoid these cuts and support the stability and future growth of the regional transportation system, a sustainable funding model for regional transportation must be secured.

### **Proposed Approach**

This investment plan proposes a moderate increase in bus and rail service to address overcrowding and critical access needs to underserved neighbourhoods in the region. This includes delivering on a previous commitment to extend the hours of operation on several routes in the Southeast and a new route in East Fraser Heights. The plan also proposes earlier SeaBus service on weekday mornings to serve critical jobs on the North Shore, and continued investments in walking, rolling, biking, roads, and bus priority measures across the region.



This plan proposes to fund key investments in bus fleet and facilities to ensure we are ready to deliver on the *Access for Everyone* Plan as soon as possible – including Bus Rapid Transit and fleet electrification commitments.

To fund this urgent service expansion, this plan proposes an increase to transit fares in 2025 and 2026 and a one-year property tax increase as a stopgap measure, on top of the relief funding provided by the Government of BC through 2025.

Future actions will be required to fully resolve TransLink's structural deficit in support of a sustainable funding model. TransLink is continuing to work closely with the Government of BC, the TransLink Board of Directors, and Mayors' Council on Regional Transportation to secure new sustainable funding sources and resolve the structural deficit.

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The 2024 Investment Plan bridges the gap until the next investment plan, anticipated in 2025, which will offer longer-term solutions to address the structural deficit and to begin implementing the *Access for Everyone* Plan.

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With these moves in place, we can begin making the improvements identified in the *Access for Everyone* Plan, which will be realized through a series of subsequent investment plans. These improvements will deliver major convenience, reliability, affordability, and safety benefits for everyone in the region.

### What's the *Access for Everyone* Plan?

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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 of bus service
- ♦ up to 9 Bus Rapid Transit Corridors
- ♦ rapid transit for the North Shore, Burnaby Mountain Gondola, UBCx
- ♦ buildout of the Major Bikeway Network
- ♦ and many other investments

The *Access for Everyone* Plan would be funded and delivered through a series of future investment plans, including early bus fleet and facility investments in the *2024 Investment Plan*.

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# Delivering Transportation Investments for the Region – A Timeline

## Delivering the 2014 10-Year Vision

### **2014: the 10-Year Vision becomes a blueprint for the region**

The Mayors' Council developed the *10-Year Vision*, a blueprint for transportation investments and priorities for the region, including walking, biking, rolling, and transit.

### **2017/2018: The 2017 and 2018 investment plans deliver new investments**

With the 2014 *10-Year Vision* as a guide, and with funding support from the Governments of BC and Canada, the 2017 and 2018 investment plans delivered approximately \$7.5 billion in transportation investments to the region, including transit service increases, upgrades to stations and exchanges, increased funding for roads, walking, biking, and rolling, construction of the Broadway Subway Project, and new RapidBus lines.

## Responding to the COVID-19 Pandemic

### **2020: All levels of government come together for the BC Safe Restart Agreement**

Through the pandemic, the Government of Canada and the Government of British Columbia recognized that transit was an essential service for the region, providing \$661 million in temporary operating relief to maintain service in the region at pre-COVID levels. In addition, the Government of British Columbia and TransLink also began offering free fares for kids 12 and under, cancelled fare increases in 2020, and limited annual fare increases from 2021-2024 to an average of 2.3 per cent, which is below the level of inflation.

## Realizing a new vision for regional transportation

### **2022: *Transport 2050* is adopted, delivering a new vision for regional transportation**

In January 2022, the Mayors' Council and TransLink Board of Directors approved *Transport 2050*, the region's new 30-year transportation strategy, with the Government of BC as a senior partner in the development in the Strategy. *Transport 2050* envisions a future of "Access for Everyone" – making transportation more convenient, reliable, affordable, safe, comfortable, and carbon-free for everyone.

**2022: Governments of Canada and British Columbia extend pandemic relief funding**

In April 2022, TransLink received \$176 million in additional relief funding, enabling TransLink to continue to maintain much-needed transit service levels through the ongoing pandemic.

**2022: The 2022 Investment Plan stabilizes TransLink’s finances for three years**

In the *2022 Investment Plan*, TransLink re-aligned its short-term investment priorities around financial stabilization. This plan included the delivery of the Surrey Langley SkyTrain and was supported by \$2.5 billion in capital funding from the Government of British Columbia along with other supportive measures.

**2022: Access for Everyone Plan adopted**

Also known as *Transport 2050: 10-Year Priorities for TransLink*, the *Access for Everyone* Plan lays out priority investments for TransLink to deliver in the first decade of *Transport 2050*, to guide future investment plans.

**2023: Increased inflation and population growth**

The year 2023 was marked by increased inflation and strong population growth in Metro Vancouver. In March 2023, TransLink received \$479 million from the Government of British Columbia to address immediate inflationary and cost escalation pressures that emerged after the approval of the *2022 Investment Plan*. This financial support ensured that TransLink could operate sustainably and reliably until the end of 2025, allowing time for TransLink’s Board of Directors, the Mayors’ Council, and the Government of BC to develop a more sustainable long-term funding model.

**Getting started on a sustainable funding model and delivering Access for Everyone**

The *Access for Everyone* Plan will be funded in phases through several investment plans and will require significant investment and cooperation between all levels of government. Likewise, a cooperative approach will be needed to address TransLink’s structural deficit, which is necessary to prepare for future growth. As a modest one-year bridging plan, the *2024 Investment Plan* proposes to get started on some of the most critical near-term priorities, as outlined in this document.



# Proposed Investments in the *2024 Investment Plan*

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The *2024 Investment Plan* proposes to increase bus service by 3 per cent over today's levels to address overcrowding and urgent needs.

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The proposed *2024 Investment Plan* is focused on meeting some of the region's most urgent transit needs. This includes addressing off-peak overcrowding, extending the hours of operation on the SeaBus and select bus routes, introducing a previously committed local bus route, and delivering more convenient service for transit riders on evenings and weekends.

The plan would also fund bus speed and reliability measures and provide funds for local government walking, biking, rolling, and safer streets projects in 2025.

## Reducing overcrowding across the transit system

As a result of the pandemic, planned bus service expansion was put on hold – meaning that the transit system has fallen behind over the past four years as the region has grown. Service adjustments to better meet ridership demand have primarily been realized by reallocating service from other frequent routes in the region. Given rapid regional growth and increased transit demand, many bus routes across the region are now experiencing overcrowding worse than levels experienced pre-pandemic (in 2019) and at all times of day.

Overcrowding affects everyone on the system, with additional impacts on people with accessibility needs or those who may need additional space to travel safely and comfortably.

The *2024 Investment Plan* proposes to address existing and emerging overcrowding by increasing frequency on approximately 60 bus routes (representing one quarter of all bus routes). This will help make buses less crowded and reduce pass-ups. Service increases will be phased in, starting in September 2024.

Figure 2 outlines bus routes with existing overcrowding that the *2024 Investment Plan* proposes to address. Figure 2 also identifies routes where overcrowding is expected to occur in the near future. Investment will be directed to routes where overcrowding materializes, which may include routes not identified below. The investments identified on these routes are an important first step towards tackling overcrowding. However, further investments will be required to address all anticipated overcrowding in the future.

On the Canada Line, the frequency of trains will be increased at peak times to address overcrowding. On West Coast Express, additional cars will be added to provide needed capacity as demand grows.

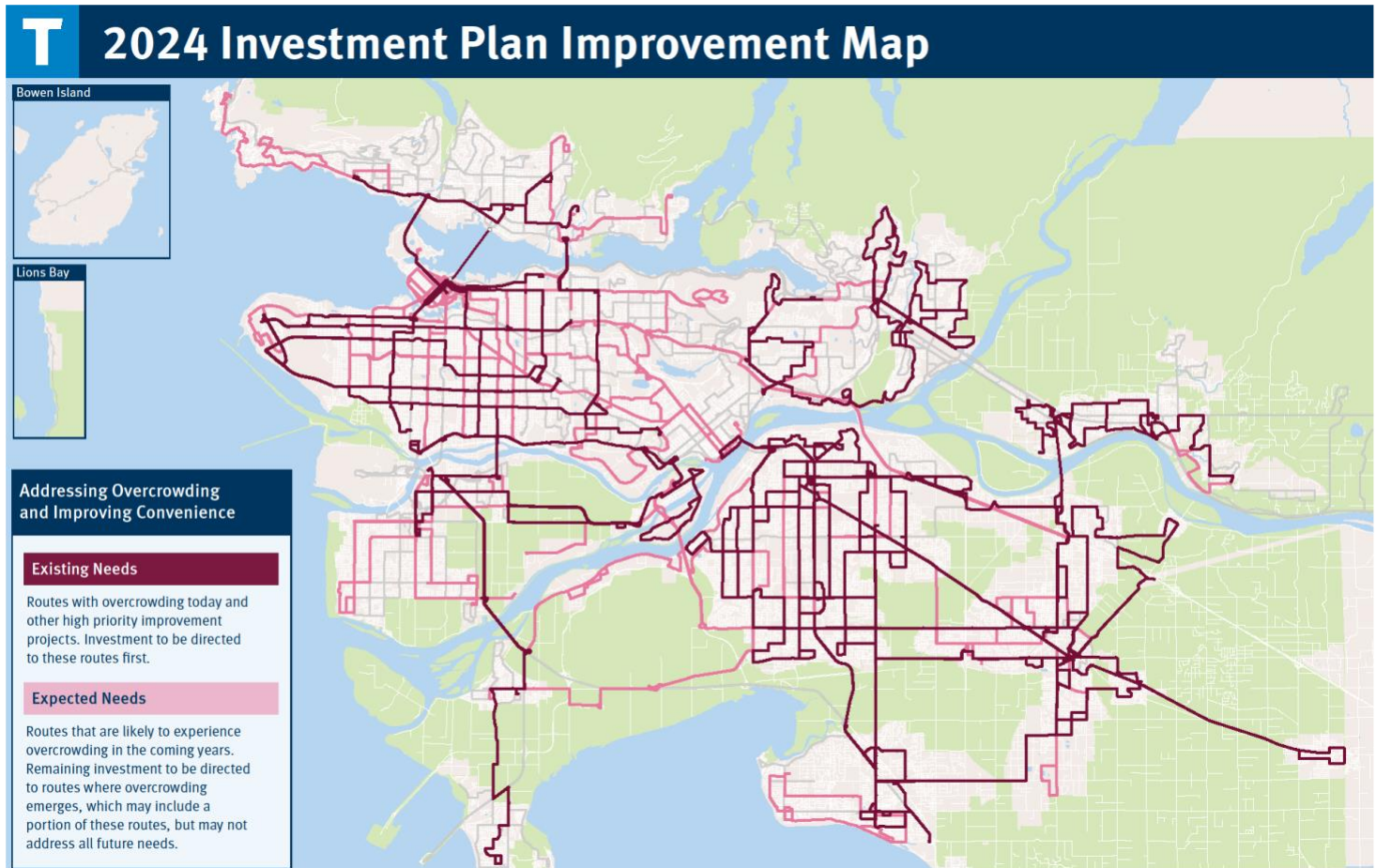


Figure 2. Existing and expected transit service needs in the region. Existing needs will be addressed in this investment plan. Remaining service hours to be directed to routes where overcrowding emerges, which may include a portion of routes identified as Expected Needs. This investment plan will not be able to address all expected needs.

### More convenient and more frequent service

The *2024 Investment Plan* proposes to make transit trips more convenient. This includes increasing off-peak frequencies on 14 bus routes to reduce wait times, especially on weekends. The plan also proposes to extend the hours of operation on 11 bus routes in the late evening and introducing service to East Fraser Heights in Surrey, a currently unserved neighbourhood. These existing needs are shown in Figure 2.

HandyDART customers will also benefit from improved late evening service.

SeaBus service is proposed to begin 15 minutes earlier on weekday mornings, to make travelling to and from the North Shore more accessible.

During the plan period, capacity will also be increased on the Expo and Millennium Lines in the lead up to the opening of Broadway Subway and Surrey Langley SkyTrain, a commitment previously funded in the *2022 Investment Plan*.

### **Investing in infrastructure to prepare for Access for Everyone**

This plan proposes to make early investments in bus fleet and supporting bus infrastructure to prepare for the implementation of the *Access for Everyone* Plan and in support of TransLink's *Climate Action Strategy*.

This investment would primarily go towards new buses to get ready for future service expansion identified in the *Access for Everyone* Plan, beginning in the next few years. This future expanded service would address overcrowding at peak times, enable service on new Bus Rapid Transit corridors, and launch new routes in areas not currently served by transit.

### **More reliable transit – and less time stuck in traffic**

Traffic congestion, which causes buses to get stuck in traffic, result in delays for customers and costs TransLink up to \$80 million a year (and growing). The financial costs of road congestion on bus service represent around four per cent of TransLink's budget and are a major driver of the structural deficit, to say nothing of the social and economic costs for customers. Bus priority measures – such as dedicated lanes, queue jumps, and signal priority – help keep buses moving smoothly, improving customer travel time by up to 35 per cent, and improving TransLink's operational efficiency.

This plan proposes to extend TransLink's Bus Speed and Reliability Program to help local governments plan, design, and deliver bus priority measures, with \$21 million in program funding available for 2025. This includes investment in bus priority infrastructure on specific high-delay corridors where the benefits can be realized quickly.

In addition, this plan funds additional service that will allow TransLink to maintain current service levels while overall road traffic increases and we transition to zero-emissions buses and optimize the location of charging infrastructure.

### **Better walking, biking, and rolling, and safer streets**

From 2017 to 2023, TransLink committed over \$530 million towards more than 640 road, biking, rolling, and walking improvement projects delivered by local government partners across the region.

This plan proposes continued investment in walking, biking, rolling, and road safety infrastructure for another year—with nearly \$70 million of funding planned for 2025. This funding will support local governments to continue to build accessible sidewalks to transit stations and stops, expand walking and biking networks, and implement other road safety and structure improvements that provide seismic and climate resiliency.



SNAPSHOT: WHAT'S PROPOSED IN THE 2024 INVESTMENT PLAN

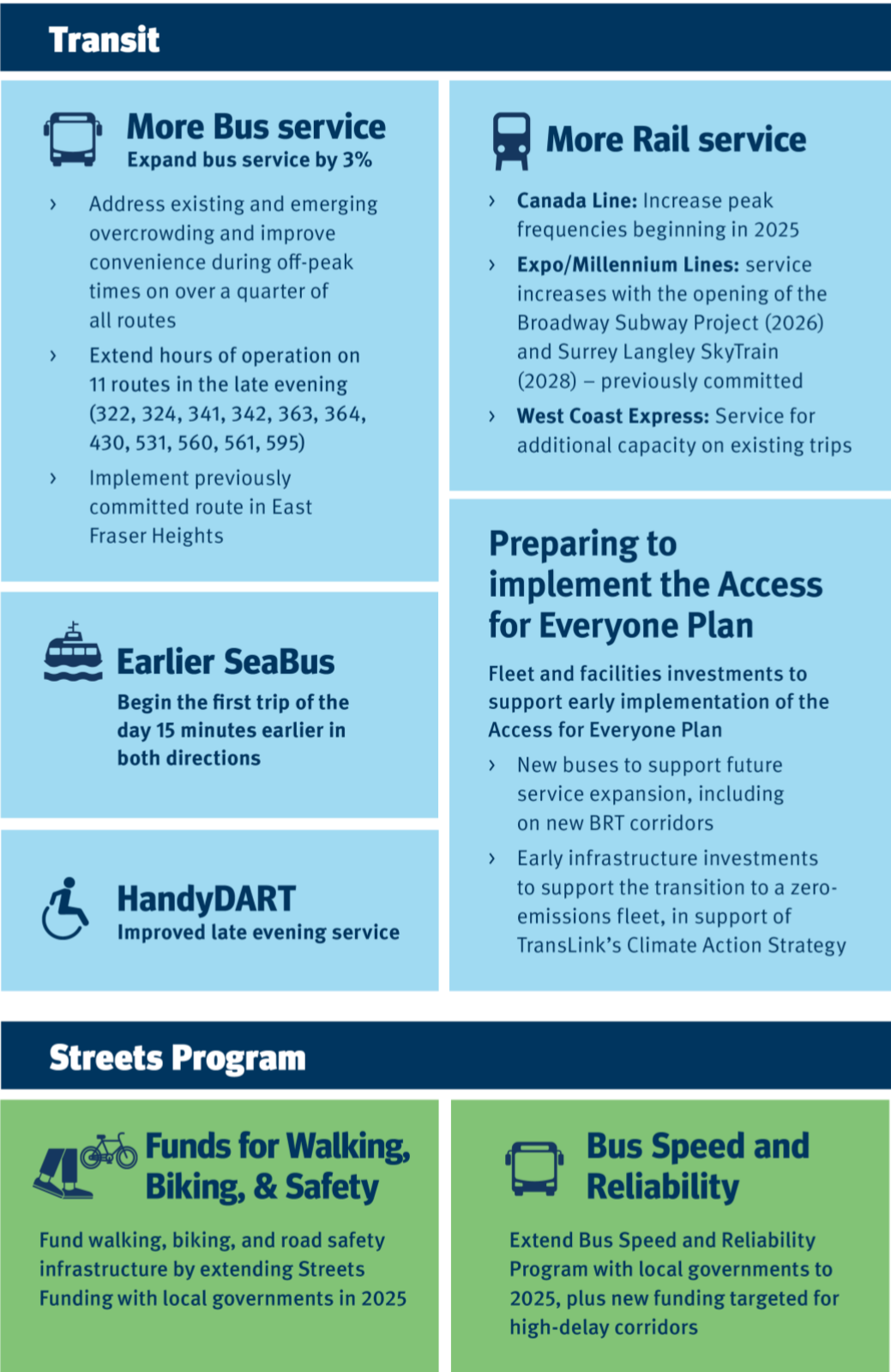


Figure 3. Proposed investments in the 2024 Investment Plan.

# Proposed Funding for the *2024 Investment Plan*

## How is TransLink funded?

TransLink's operations are predominantly funded through transit fares, property tax, and motor fuel tax. We also receive revenues from an off-street parking sales tax, a small levy on residential electricity, commercial revenues from system advertising, investment income, and other sources. Later this decade, we anticipate beginning to receive modest distributions from our newly established real estate development program. Capital funding is cost shared between the region, the Government of BC, and the Government of Canada.

## TransLink is committed to fiscal responsibility

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Eighty-five per cent of our expenses are service related. Administrative expenses make up the remaining 15 per cent, which is lower than the 17 to 20 per cent average for Canadian and U.S. transit agencies. We continue to implement a variety of cost-saving and efficiency measures, such as consolidation of office space and more bus speed and reliability measures. In 2023, we initiated an independent efficiencies review to help enhance our operational efficiency and find any additional cost savings.

We are also committed to diversifying our revenue streams. For example, our commercial partnerships are expected to bring in \$20 million per year by 2026, and real estate development pathways could result in new revenues within the next five to ten years.

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## How will the *2024 Investment Plan* be funded?

Recognizing the need to introduce new transit service and fund other critical programs as soon as possible, this investment plan proposes modest increases to transit fares and property taxes. These are the funding tools within TransLink's legislatively authorized revenue toolkit that can be enabled in 2024. See the following two sections for details on proposed rate adjustments.

# Transit Fares

## Background

In Metro Vancouver, transportation is the second-largest expense for households, after housing. To support the goals identified in *Transport 2050*, the region must strike a balance between maintaining affordable fares while ensuring that transit is adequately funded.

Fares are TransLink's single largest source of revenue. Prior to the pandemic (and recent inflationary and fare revenue pressures), TransLink recovered 59 per cent of its transit operating costs from fare revenue. Annual fare revenue growth was driven by annual fare increases and fast-growing ridership.

While ridership has recovered to 90 per cent of pre-2020 levels, the pandemic has had a long-lasting impact, both in terms of reduced ridership levels and in changed ridership patterns, with less pronounced peak hours, fewer weekday nine-to-five commuters, and a greater proportion of weekend trips and program ridership, such as U-Pass.

In response to the pandemic and to support the Government of BC's affordability and pandemic recovery objectives, TransLink cancelled a planned 4.6 per cent fare increase in 2020 and lowered a planned fare increase in 2021 from 4.1 per cent to 2.3 per cent. Average annual fare increases for 2022-2024 were reduced from 3 per cent to 2.3 per cent. Through the pandemic, provincial and federal governments provided TransLink with relief funding to ensure that transit service could continue during this public health emergency for those who needed it most, including essential workers, supporting a robust recovery for the region.

As a result of foregone increases, fares increases have remained low despite extraordinary inflation in recent years; to illustrate this, the 1-zone adult cash fare is depicted below (Figure 4).



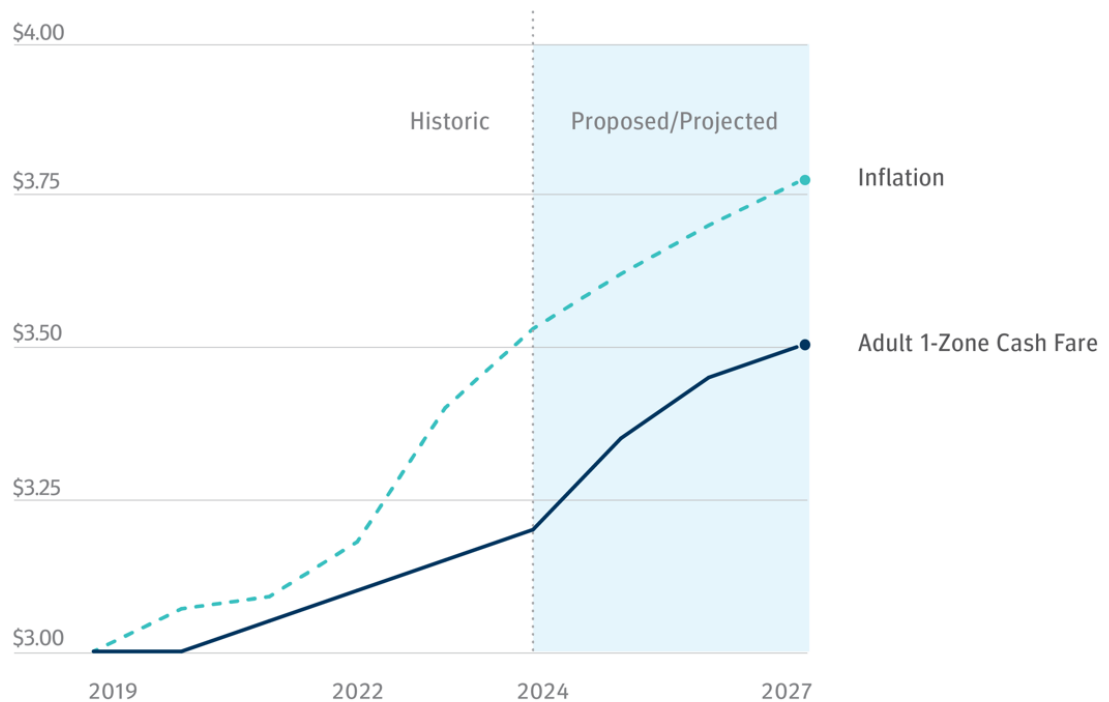
**TRANSIT FARES HAVE BEEN KEPT BELOW INFLATION RATES**

Figure 4. Illustrating the fare impacts against recent inflation.

### What is proposed to change in the 2024 Investment Plan?

The 2024 Investment Plan proposes the following transit fare increases:

- **2024:** 2.3 per cent increase (\$0.05 increase for a one-zone cash fare or \$2.40 for a one-zone monthly pass) – previously approved in the 2022 Investment Plan
- **2025:** 4 per cent increase
- **2026:** 3 per cent increase
- **2027-2033:** fare increases are held at 2 per cent annually, in line with the 2022 Investment Plan

The year 2024 will mark the fifth year that fare increases have been frozen or discounted at 2.3 per cent, which is below the fare schedule outlined in the 2018 Investment Plan. Appendix 2 includes a detailed table of proposed fares for every product type.

# Property Taxes

## Background

Throughout Canada and internationally, property tax is commonly used to fund transportation infrastructure and services. The Metro Vancouver region is no different – a relatively small portion of property taxes collected from property in the region is used to build, operate, and maintain transit, roads, bridges, walking, biking, and rolling infrastructure.

These investments create local benefits, such as facilitating access to employment, education, and other opportunities. The benefits that transportation investments generate also positively affect underlying land values.

TransLink's portion of total property tax is relatively small. In 2023, TransLink's share of a median (a value of about \$900,000) residential property's total property tax was around six per cent of the total (less than \$200 on a \$3,200 property tax bill).

## What is proposed to change in the *2024 Investment Plan*?

This investment plan proposes to add a one-time increase in 2024 to TransLink's portion of property tax to fund the system's urgent transit needs. After 2024, this plan proposes to return to the previously approved schedule of property tax increases, as approved in the *2022 Investment Plan*.

It is estimated that with this increase, property taxes in 2024 will be approximately \$3.08 higher per month, resulting in an increase of \$37 for the median property (\$900,000 property value). For perspective, this \$37 increase reflects about a one per cent increase of the total average property tax bill. Half of residential properties would see a lower increase than this.

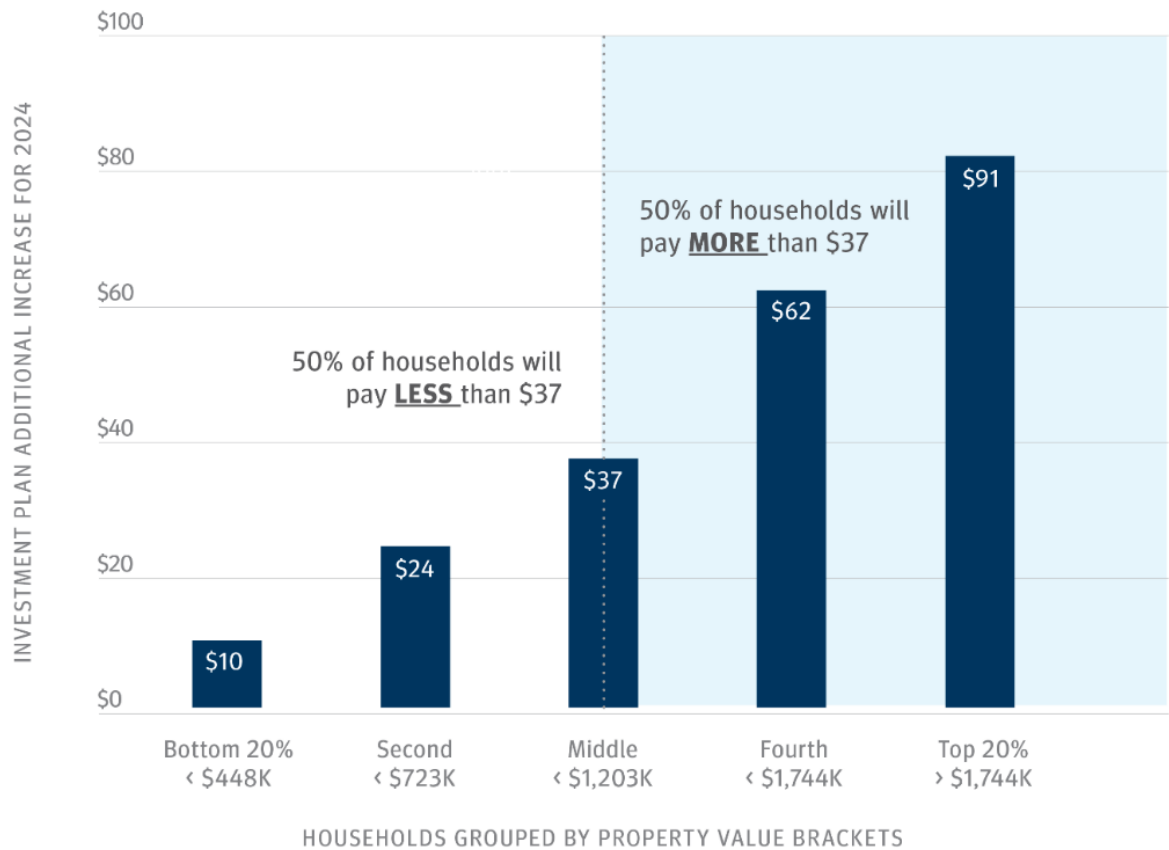
**ADDITIONAL PROPERTY TAX PAID BY EACH HOUSEHOLD QUINTILE**

Figure 5. Additional property tax paid by each household quintile in 2024.

For properties in the median of each quintile, the 2024 TransLink property tax increase would translate to a \$10.00 increase for properties in the quintile with an assessed value of up to \$448,000, a \$24.00 increase for properties in the quintile with an assessed value of up to \$723,000, a \$37.00 increase for properties in the quintile with an assessed value of up to \$1.203 million, \$62.00 for properties in the quintile with an assessed value of up to \$1.744 million, and \$91.00 for properties in the top 20% of assessed value.



# Moving Towards a Sustainable Funding Model and the *Access for Everyone Plan*

## Addressing TransLink's structural deficit

TransLink is currently facing a significant structural deficit between 2026 and 2033, averaging \$600 million annually. This represents 26 per cent of the average annual operating revenue from 2026 to 2033. Three of the largest contributors are:

- **Lower ridership and fare revenues** (\$1.9 billion between 2026 and 2033) brought by the impacts of the pandemic, namely structural changes in ridership and lower fare increases during the pandemic emergency period.
- **Declining fuel tax revenue** (\$958 million between 2026 and 2033) due to increasingly fuel-efficient cars and trucks and the accelerating transition to zero-emissions vehicles (around one-third of new vehicles sold in Metro are electric, with the adoption rate increasing every year).
- **Higher costs** (\$839 million between 2026 and 2033) due to rising inflation, labour, fuel, materials, and construction costs.

Contributions from senior government throughout the pandemic have helped the region maintain pre-pandemic service levels and delay the impacts of this structural deficit. However, left unaddressed, the structural deficit could lead to major cuts to regional transportation beginning in 2026, as anticipated in the *2022 Investment Plan*. This would negatively impact people and goods movement across the region and beyond – and would move us significantly in the wrong direction on every one of our *Transport 2050* goals.

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Resolving the structural deficit is an utmost priority.

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Establishing a new sustainable funding model for transportation will require a collaborative approach with partners. Additional revenue tools will need to be identified in future investment plans to resolve the structural deficit and make substantive progress on delivering the *Access for Everyone Plan*.

## Looking forward

The proposed *2024 Investment Plan* will build on TransLink's previous investment plan, approved in 2022, and takes immediate steps to improve transit and address overcrowding while the region's population and job base rapidly grows. These steps will support regional affordability, climate action, and the economy.

If the structural deficit can be closed, further progress will be made on implementing the *Access for Everyone Plan* in a subsequent investment plan, anticipated for 2025. The TransLink Board and the Mayors' Council are continuing to work closely with the Government of BC on how best to return TransLink to long-term financial sustainability – allowing us to address the structural deficit and implement the *Access for Everyone Plan*.

## Provide your feedback between March 22 and April 5, 2024

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We are seeking your feedback on the proposed new investments and revenues in the *2024 Investment Plan*. There are three ways to share your comments:

- ♦ Complete our public [online feedback form](#)
  - ♦ Send us an e-mail: [investmentplan@translink.ca](mailto:investmentplan@translink.ca)
  - ♦ Leave us a voice message on the project voice mailbox: (778) 375-7377
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# Appendices



# Appendix 1: Summary of the Proposed 2024 Investment Plan

## Investments

### BUS

OVERVIEW OF CURRENT SERVICES	WHAT'S NEW IN THE 2024 PLAN?
Bus service is the foundation of the regional transit system. Currently, TransLink delivers 5.7 million hours of bus service every year across Metro Vancouver, from frequent bus service, six RapidBus routes, community shuttles, express services, and more.	<p>Increase bus service by 3 per cent:</p> <ul style="list-style-type: none"> <li>Address existing and emerging overcrowding, as well as improve convenience, during off-peak times on over a quarter of all routes.</li> <li>Extend span of service on 11 routes in the late evening by 1-4 hours (322, 324, 341, 342, 363, 364, 430, 531, 560, 561, 595).</li> <li>Introduce new route to serve East Fraser Heights in Surrey (338).</li> <li>Phased implementation of new service starting in Fall 2024.</li> </ul> <p>These customer-facing service hours are in addition to service hours added to maintain the same schedule due to increasing traffic. Schedule maintenance hours are used to adjust scheduled travel times to reflect actual travel times.</p>

### SEABUS

OVERVIEW OF CURRENT SERVICES	WHAT'S NEW IN THE 2024 PLAN?
The SeaBus is TransLink's passenger ferry that crosses the Burrard Inlet, connecting downtown Vancouver and North Vancouver with a 12-minute crossing.	This plan proposes to make the first sailing on weekday mornings 15 minutes earlier.

### HANDYDART

OVERVIEW OF CURRENT SERVICES	WHAT'S NEW IN THE 2024 PLAN?
HandyDART provides door-to-door transit service for people who are unable to navigate conventional public transit without assistance.	This plan proposes to improve late evening service on HandyDART.

**RAIL**

OVERVIEW OF CURRENT SERVICES	WHAT'S NEW IN THE 2024 PLAN?
<p>TransLink's rail service includes SkyTrain and West Coast Express. SkyTrain provides reliable and fast transit across the region while the West Coast Express provides commuter rail to communities north of the Fraser River and out to Mission in the Fraser Valley.</p> <p>Several major rail expansions will be opening during the plan period, including the Broadway Subway Project and the Surrey Langley SkyTrain. During the plan period, there will be continued transition to higher-capacity five-car trains on Expo and Millennium Lines. This service expansion was previously funded in the <i>2022 Investment Plan</i>.</p> <p>Also previously funded are increases to peak service on the Canada Line in 2024 to respond to growing ridership and to provide improved early morning and late evening frequency with the opening of Capstan Station.</p>	<ul style="list-style-type: none"> <li>• Further increase to the frequency of trains at peak hours on the Canada Line to address overcrowding. Service to be implemented in 2025.</li> <li>• Continue to restore additional cars on the West Coast Express as ridership grows.</li> </ul>

**INFRASTRUCTURE TO PREPARE FOR THE ACCESS FOR EVERYONE PLAN**

OVERVIEW OF CURRENT SERVICES	WHAT'S NEW IN THE 2024 PLAN?
<p>The Mayors' Council approved the <i>Access for Everyone</i> Plan in June 2022. The <i>Access for Everyone</i> Plan outlines key transportation investments that will be prioritized over the next decade.</p> <p>TransLink is continuing to plan, design, and develop business cases for major studies that were committed in the <i>Access for Everyone</i> Plan, including the first three Bus Rapid Transit corridors, Burrard Inlet Rapid Transit Program (BIRT), and the Burnaby Mountain Gondola full business case.</p> <p>The Government of British Columbia is leading the development of a business case to extend the Millennium Line to UBC.</p>	<p>Fleet and facilities investments to support early steps to implement <i>Access for Everyone</i>, including:</p> <ul style="list-style-type: none"> <li>• New buses to support future service expansion, including on new BRT corridors.</li> <li>• Early infrastructure investments to support the transition to zero-emissions buses.</li> </ul> <p>These investments in bus fleet and facilities are required to enable Bus Rapid Transit, bus service expansion, and other transit commitments outlined in the <i>Access for Everyone</i> Plan.</p>

**BUS SPEED AND RELIABILITY**

OVERVIEW OF CURRENT SERVICES	WHAT'S NEW IN THE 2024 PLAN?
<p>Providing fast and reliable bus service is a core part of TransLink's mandate. Investments in bus priority measures, like bus lanes and roadway queue jumps, make bus trips faster, more reliable, and help reduce greenhouse gas emissions by providing an attractive alternative to driving. By increasing travel speeds, bus priority measures also reduce operating costs. Those savings can be reinvested into more frequent or expansive service.</p> <p>TransLink currently provides funding contributions to local governments to build bus priority infrastructure.</p>	<p>This plan proposes to continue bus speed and reliability funding, with \$21 million available in 2025 to local governments for infrastructure improvements through the Bus Speed and Reliability Program. This investment includes funding to target specific corridors with strong local government support for upgrades, and where bus priority infrastructure can have the biggest impact.</p> <p>This additional investment in bus priority can help TransLink run more efficient service.</p>

**STREETS PROGRAMS**

OVERVIEW OF CURRENT SERVICES	WHAT'S NEW IN THE 2024 PLAN?
<p>Building and maintaining strong walking and biking infrastructure is a core part of TransLink's multimodal mandate. Expanding walking, biking, and rolling infrastructure makes active travel safer and more convenient and helps reduce greenhouse gas emissions by providing alternatives to driving.</p> <p>This includes supporting local government partners with improving pedestrian connections to transit and in urban centres, completing bike networks in Urban Centres and on the Major Bikeway Network that will connect urban centres across the region, and improving road safety on the Major Road Network (MRN) and across the region.</p>	<p>This plan proposes to continue funding walking, biking, rolling, and safety investments at current levels, to help lay the foundation for advancing active, accessible, and safer streets as part of the <i>Access for Everyone Plan</i>:</p> <ul style="list-style-type: none"> <li>• \$26.5 million for the Major Road Network and Bike program to address safety improvements on the MRN, in 2025, and an additional \$9.5 million in program funding carried over for a bridge replacement project in Coquitlam.</li> <li>• \$6.7 million for Walking Infrastructure to Transit, in 2025.</li> <li>• \$17.5 million for Bicycle Infrastructure Capital Cost Sharing, in 2025.</li> </ul>

**ROADS INVESTMENTS**

OVERVIEW OF CURRENT SERVICES	WHAT'S NEW IN THE 2024 PLAN?
<p>TransLink provides ongoing investment in making the regional road network safe and resilient, including capital upgrades, structure rehabilitation for bridge and structures, seismic upgrades, and pavement maintenance on the Major Road Network (MRN). This includes committed funding for MRN operations and maintenance, and pavement rehabilitation, which is allocated annually to local governments based on lane kilometres.</p>	<p>In addition to ongoing road state of good repair funding, this plan proposes to fund:</p> <ul style="list-style-type: none"> <li>• \$17.2 million for MRN Structures program, which funds seismic upgrades to bridges, culverts, and structures along the MRN, in 2025.</li> </ul>

**STATE OF GOOD REPAIR**

OVERVIEW OF CURRENT SERVICES	WHAT'S NEW IN THE 2024 PLAN?
Ensuring that transportation infrastructure is in good condition is essential to providing reliable and safe service. TransLink continues to fund state of good repair investments across all assets, including projects to maintain and replace equipment, rehabilitate, and upgrade transit facilities and infrastructure, replace aging vehicles, and support major construction projects. The capital program spending is \$11.8 billion in 2024-2033.	This investment plan does not include new state of good repair investments but continues to invest in TransLink's previously approved expansive capital program, which ensures existing assets stay in a state of good repair.

**Funding****TRANSIT FARES**

OVERVIEW OF REVENUE TOOL	WHAT'S NEW IN THE 2024 PLAN?
<p>TransLink collects transit fares on the transit system, through a range of fare products.</p> <p>The <i>2022 Investment Plan</i> approved a transit fare increase of 2.3 per cent in 2022-2024, and subsequent 2 per cent annual fare increases from 2025-2031.</p> <p>Throughout the pandemic, transit fare increases were kept below the rate of inflation to support regional affordability.</p>	<p>The plan proposes the following fare increase schedule:</p> <ul style="list-style-type: none"> <li>• 2024: Maintain previously approved fare increase of 2.3 per cent</li> <li>• 2025: 4 per cent increase</li> <li>• 2026: 3 per cent increase</li> <li>• 2027-2033: Maintain previously approved increase of 2 per cent annually</li> </ul> <p>Appendix 2 outlines fares by fare product type over the plan period.</p>

**MOTOR FUEL TAX**

OVERVIEW OF REVENUE TOOL	WHAT'S NEW IN THE 2024 PLAN?
Under the <i>Motor Fuel Tax Act</i> , TransLink receives a portion (18.5 cents per litre) of the tax assessed on clear gasoline and diesel fuel sold in Metro Vancouver. Motor fuel sales are assumed to decline during the plan period, due to the increasing adoption of zero-emission vehicles and increasing vehicle fuel economy.	No changes are proposed to the fuel tax rate in this investment plan.



**PROPERTY TAX**

OVERVIEW OF REVENUE TOOL	WHAT'S NEW IN THE 2024 PLAN?
<p>A portion of property taxes collected in the region are used to support transit, roads, bridges, and walking and biking infrastructure. The TransLink property tax consists of two parts:</p> <ul style="list-style-type: none"> <li>the standard property tax with an annual development growth factor, and</li> <li>the replacement tax, which is legislatively capped at \$18 million annually.</li> </ul> <p>TransLink determines the total revenue amount to be raised through property tax, which is then levied on individual properties according to the type of property and its value as determined by the BC Assessment Authority.</p> <p>The <i>2022 Investment Plan</i> approved the following increases to the total amount of standard property tax to be raised annually from 2022-2031:</p> <ul style="list-style-type: none"> <li>An increase of 4.15 per cent per year over the amount collected in the previous year, plus</li> <li>An assumed annual development growth rate of 2.3 per cent per year in 2023-2025, then 1.75 per cent per year from 2026-2031, which captures the addition of new properties from development each year.</li> </ul>	<p>The <i>2024 Investment Plan</i> proposes a one-year increase in the total amount of property tax revenue collected in 2024 by \$80 million. After 2024, this plan proposes to return to the previously approved schedule of property tax rates, as approved in the <i>2022 Investment Plan</i>.</p> <p>The plan proposes to maintain the existing Standard Property Tax revenue escalator at 4.15 per cent per year.</p>

**PARKING SALES TAX**

OVERVIEW OF REVENUE TOOL	WHAT'S NEW IN THE 2024 PLAN?
<p>TransLink collects a 24 per cent sales tax on off-street paid parking in Metro Vancouver, as outlined in the <i>SCBCTA Act</i>. This parking tax does not apply to residential or on-street parking.</p>	<p>No changes are proposed to the parking sales tax rate in this investment plan.</p>

**LEVY ON RESIDENTIAL ELECTRICITY**

OVERVIEW OF REVENUE TOOL	WHAT'S NEW IN THE 2024 PLAN?
<p>TransLink receives a \$1.90/month fee on all BC Hydro residential electricity customers in Metro Vancouver.</p>	<p>No changes are proposed to the levy on residential electricity in this investment plan.</p>

**NON-TAXATION REVENUES**

OVERVIEW OF REVENUE TOOL	WHAT'S NEW IN THE 2024 PLAN?
<p>TransLink receives revenues from non-taxation sources. Non-taxation revenue sources were maximized to the extent operationally feasible in the <i>2022 Investment Plan</i>:</p> <ul style="list-style-type: none"> <li>• TransLink generates revenue from a variety of commercial activities. This includes revenue from advertising, retail, licensing, and fees.</li> <li>• The Government of British Columbia'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.</li> <li>• TransLink earns investment income on its funds. The investment income seeks to balance the returns with managing the risks associated with investments.</li> <li>• TransLink is advancing a real estate development framework that will allow for the purchase, sale, and development of land by TransLink. While the plan does not include revenue from potential real estate development projects that are in the early stages, TransLink expects distributions from real estate development will grow as the real estate development program matures.</li> </ul>	<p>No changes are anticipated to non-taxation revenue sources in this plan.</p>

## Appendix 2: Proposed Fares from 2024-2033

### CONVENTIONAL TRANSIT FARES 2024-2028

TRANSIT FARE RATES				2024	2025	2026	2027	2028
SHORT TERM FARE PRODUCTS								
CONVENTIONAL TRANSIT	Adult	Cash	1-Zone	\$3.20	\$3.35	\$3.45	\$3.50	\$3.55
			2-Zone	\$4.65	\$4.85	\$5.00	\$5.10	\$5.20
			3-Zone	\$6.35	\$6.60	\$6.80	\$6.95	\$7.10
	Concession	Cash	1-Zone	\$2.15	\$2.25	\$2.30	\$2.35	\$2.40
			2-Zone	\$3.15	\$3.30	\$3.40	\$3.45	\$3.50
			3-Zone	\$4.35	\$4.50	\$4.65	\$4.75	\$4.85
	Adult Day Pass		All zones	\$11.50	\$11.95	\$12.30	\$12.55	\$12.80
	Concession Day Pass		All Zones	\$9.05	\$9.40	\$9.70	\$9.90	\$10.10
	DISCOUNTED OR NON-SHORT TERM PRODUCTS							
CONVENTIONAL TRANSIT	Adult	Stored Value	1-zone	\$2.60	\$2.70	\$2.80	\$2.85	\$2.90
			2-zone	\$3.85	\$4.00	\$4.10	\$4.20	\$4.30
			3-zone	\$4.90	\$5.10	\$5.25	\$5.35	\$5.45
		Monthly Pass	1-zone	\$107.30	\$111.60	\$114.95	\$117.25	\$119.60
			2-zone	\$143.50	\$149.25	\$153.75	\$156.85	\$160.00
			3-zone	\$193.80	\$201.55	\$207.60	\$211.75	\$216.00
	Concession	Stored Value	1-zone	\$2.15	\$2.25	\$2.30	\$2.35	\$2.40
			2-zone	\$3.15	\$3.30	\$3.40	\$3.45	\$3.50
			3-zone	\$4.35	\$4.50	\$4.65	\$4.75	\$4.85
		Monthly Pass	All zones	\$61.35	\$63.80	\$65.70	\$67.00	\$68.35

**CONVENTIONAL TRANSIT FARES 2029-2033**

TRANSIT FARE RATES				2029	2030	2031	2032	2033
SHORT TERM FARE PRODUCTS								
CONVENTIONAL TRANSIT	Adult	Cash	1-Zone	\$3.60	\$3.65	\$3.70	\$3.75	\$3.85
			2-Zone	\$5.30	\$5.40	\$5.50	\$5.60	\$5.70
			3-Zone	\$7.25	\$7.40	\$7.55	\$7.70	\$7.85
	Concession	Cash	1-Zone	\$2.45	\$2.50	\$2.55	\$2.60	\$2.65
			2-Zone	\$3.55	\$3.60	\$3.65	\$3.70	\$3.75
			3-Zone	\$4.95	\$5.05	\$5.15	\$5.25	\$5.35
	Adult Day Pass		All zones	\$13.05	\$13.30	\$13.55	\$13.80	\$14.10
	Concession Day Pass		All Zones	\$10.30	\$10.50	\$10.70	\$10.90	\$11.10
DISCOUNTED OR NON-SHORT TERM PRODUCTS								
CONVENTIONAL TRANSIT	Adult	Stored Value	1-zone	\$2.95	\$3.00	\$3.05	\$3.10	\$3.15
			2-zone	\$4.40	\$4.50	\$4.60	\$4.70	\$4.80
			3-zone	\$5.55	\$5.65	\$5.75	\$5.85	\$5.95
		Monthly Pass	1-zone	\$122.00	\$124.45	\$126.95	\$129.50	\$132.10
			2-zone	\$163.20	\$166.45	\$169.80	\$173.20	\$176.65
			3-zone	\$220.30	\$224.70	\$229.20	\$233.80	\$238.50
	Concession	Stored Value	1-zone	\$2.45	\$2.50	\$2.55	\$2.60	\$2.65
			2-zone	\$3.55	\$3.60	\$3.65	\$3.70	\$3.75
			3-zone	\$4.95	\$5.05	\$5.15	\$5.25	\$5.35
		Monthly Pass	All zones	\$69.70	\$71.10	\$72.50	\$73.95	\$75.45

**WEST COAST EXPRESS FARES 2024-2028**

TRANSIT FARE RATES – WEST COAST EXPRESS				2024	2025	2026	2027	2028
SHORT TERM FARE PRODUCTS								
CONVENTIONAL TRANSIT	Adult	Cash, one-way	1/2-Zone	\$6.35	\$6.60	\$6.80	\$6.95	\$7.10
			3-Zone	\$8.25	\$8.60	\$8.85	\$9.05	\$9.25
			4-Zone	\$10.10	\$10.50	\$10.80	\$11.00	\$11.20
			5-Zone	\$13.70	\$14.25	\$14.70	\$15.00	\$15.30
		Cash, return ticket	1/2-Zone	\$12.00	\$12.50	\$12.90	\$13.15	\$13.40
			3-Zone	\$15.90	\$16.55	\$17.05	\$17.40	\$17.75
			4-Zone	\$19.45	\$20.25	\$20.85	\$21.25	\$21.70
			5-Zone	\$26.00	\$27.05	\$27.85	\$28.40	\$28.95
	Concession	Cash, one-way	1/2-Zone	\$3.85	\$4.00	\$4.10	\$4.20	\$4.30
			3-Zone	\$4.85	\$5.05	\$5.20	\$5.30	\$5.40
			4-Zone	\$6.30	\$6.55	\$6.75	\$6.90	\$7.05
			5-Zone	\$8.50	\$8.85	\$9.10	\$9.30	\$9.50
		Cash, return ticket	1/2-Zone	\$7.60	\$7.90	\$8.15	\$8.30	\$8.45
			3-Zone	\$9.80	\$10.20	\$10.50	\$10.70	\$10.90
			4-Zone	\$12.30	\$12.80	\$13.20	\$13.45	\$13.70
			5-Zone	\$16.65	\$17.30	\$17.80	\$18.15	\$18.50
DISCOUNTED OR NON-SHORT TERM PRODUCTS								
CONVENTIONAL TRANSIT	Adult	Stored value, one-way	1/2-Zone	\$5.30	\$5.50	\$5.65	\$5.75	\$5.85
			3-Zone	\$6.95	\$7.25	\$7.45	\$7.60	\$7.75
			4-Zone	\$8.55	\$8.90	\$9.15	\$9.35	\$9.55
			5-Zone	\$11.50	\$11.95	\$12.30	\$12.55	\$12.80
		Stored value, return pass	1/2-Zone	\$11.75	\$12.20	\$12.55	\$12.80	\$13.05
			3-Zone	\$15.05	\$15.65	\$16.10	\$16.40	\$16.75
			4-Zone	\$18.60	\$19.35	\$19.95	\$20.35	\$20.75
			5-Zone	\$24.90	\$25.90	\$26.70	\$27.25	\$27.80
		Monthly pass	1/2-Zone	\$173.85	\$180.80	\$186.20	\$189.90	\$193.70
			3-Zone	\$227.80	\$236.90	\$244.00	\$248.90	\$253.90
			4-Zone	\$274.90	\$285.90	\$294.50	\$300.40	\$306.40
			5-Zone					



	Concession	Stored value, one-way	5-Zone	\$375.40	\$390.40	\$402.10	\$410.15	\$418.35
			1/2-Zone	\$3.15	\$3.30	\$3.40	\$3.45	\$3.50
			3-Zone	\$4.35	\$4.50	\$4.65	\$4.75	\$4.85
			4-Zone	\$5.20	\$5.40	\$5.55	\$5.65	\$5.75
		Stored value, return pass	5-Zone	\$7.05	\$7.35	\$7.55	\$7.70	\$7.85
			1/2-Zone	\$7.35	\$7.65	\$7.90	\$8.05	\$8.20
			3-Zone	\$9.30	\$9.65	\$9.95	\$10.15	\$10.35
			4-Zone	\$11.75	\$12.20	\$12.55	\$12.80	\$13.05
		Monthly pass	5-Zone	\$15.90	\$16.55	\$17.05	\$17.40	\$17.75
			1/2-Zone	\$106.30	\$110.55	\$113.85	\$116.15	\$118.45
			3-Zone	\$140.70	\$146.35	\$150.75	\$153.75	\$156.85
			4-Zone	\$173.30	\$180.25	\$185.65	\$189.35	\$193.15
			5-Zone	\$242.35	\$252.05	\$259.60	\$264.80	\$270.10

**WEST COAST EXPRESS FARES 2029-2033**

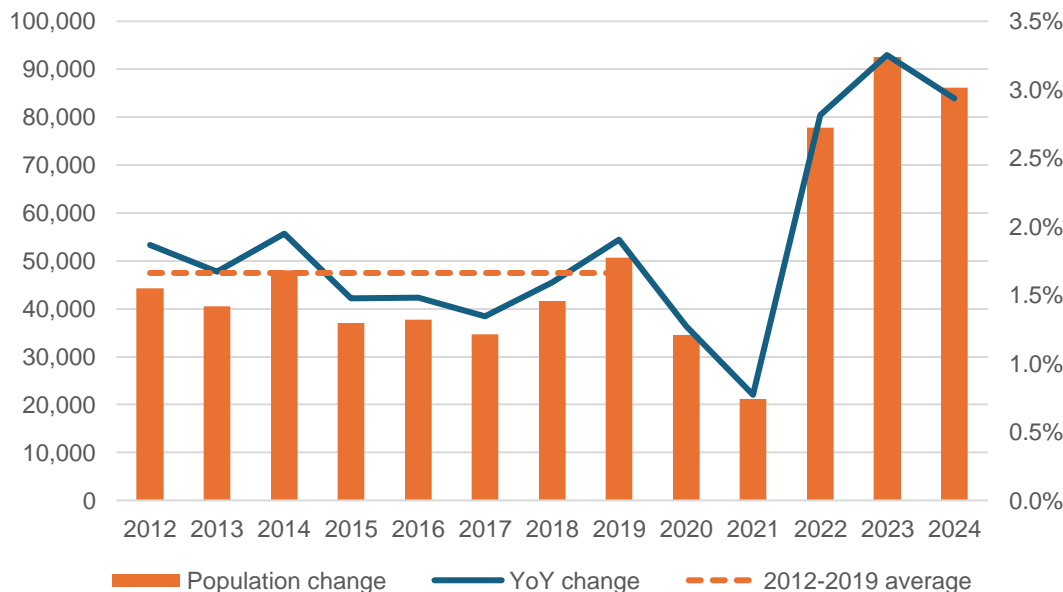
TRANSIT FARE RATES – WEST COAST EXPRESS				2029	2030	2031	2032	2033
CONVENTIONAL TRANSIT	SHORT TERM FARE PRODUCTS							
	Adult	Cash, one-way	1/2-Zone	\$7.25	\$7.40	\$7.55	\$7.70	\$7.85
			3-Zone	\$9.45	\$9.65	\$9.85	\$10.05	\$10.25
			4-Zone	\$11.40	\$11.65	\$11.90	\$12.15	\$12.40
			5-Zone	\$15.60	\$15.90	\$16.20	\$16.50	\$16.85
		Cash, return ticket	1/2-Zone	\$13.65	\$13.90	\$14.20	\$14.50	\$14.80
			3-Zone	\$18.10	\$18.45	\$18.80	\$19.20	\$19.60
			4-Zone	\$22.15	\$22.60	\$23.05	\$23.50	\$23.95
			5-Zone	\$29.55	\$30.15	\$30.75	\$31.35	\$32.00
	Concession	Cash, one-way	1/2-Zone	\$4.40	\$4.50	\$4.60	\$4.70	\$4.80
			3-Zone	\$5.50	\$5.60	\$5.70	\$5.80	\$5.90
			4-Zone	\$7.20	\$7.35	\$7.50	\$7.65	\$7.80
			5-Zone	\$9.70	\$9.90	\$10.10	\$10.30	\$10.50
			1/2-Zone	\$8.60	\$8.75	\$8.95	\$9.15	\$9.35

CONVENTIONAL TRANSIT		Cash, return ticket	3-Zone	\$11.10	\$11.30	\$11.55	\$11.80	\$12.05	
			4-Zone	\$13.95	\$14.25	\$14.55	\$14.85	\$15.15	
			5-Zone	\$18.85	\$19.25	\$19.65	\$20.05	\$20.45	
	DISCOUNTED OR NON-SHORT TERM PRODUCTS								
	Adult	Stored value, one-way	1/2-Zone	\$5.95	\$6.05	\$6.15	\$6.25	\$6.40	
			3-Zone	\$7.90	\$8.05	\$8.20	\$8.35	\$8.50	
			4-Zone	\$9.75	\$9.95	\$10.15	\$10.35	\$10.55	
			5-Zone	\$13.05	\$13.30	\$13.55	\$13.80	\$14.10	
		Stored value, return pass	1/2-Zone	\$13.30	\$13.55	\$13.80	\$14.10	\$14.40	
			3-Zone	\$17.10	\$17.45	\$17.80	\$18.15	\$18.50	
			4-Zone	\$21.15	\$21.55	\$22.00	\$22.45	\$22.90	
			5-Zone	\$28.35	\$28.90	\$29.50	\$30.10	\$30.70	
		Monthly pass	1/2-Zone	\$197.55	\$201.50	\$205.55	\$209.65	\$213.85	
			3-Zone	\$259.00	\$264.20	\$269.50	\$274.90	\$280.40	
			4-Zone	\$312.55	\$318.80	\$325.20	\$331.70	\$338.35	
			5-Zone	\$426.70	\$435.25	\$443.95	\$452.85	\$461.90	
		Concession	Stored value, one-way	1/2-Zone	\$3.55	\$3.60	\$3.65	\$3.70	\$3.75
				3-Zone	\$4.95	\$5.05	\$5.15	\$5.25	\$5.35
				4-Zone	\$5.85	\$5.95	\$6.05	\$6.15	\$6.25
				5-Zone	\$8.00	\$8.15	\$8.30	\$8.45	\$8.60
			Stored value, return pass	1/2-Zone	\$8.35	\$8.50	\$8.65	\$8.80	\$9.00
				3-Zone	\$10.55	\$10.75	\$10.95	\$11.15	\$11.35
				4-Zone	\$13.30	\$13.55	\$13.80	\$14.10	\$14.40
				5-Zone	\$18.10	\$18.45	\$18.80	\$19.20	\$19.60
			Monthly pass	1/2-Zone	\$120.80	\$123.20	\$125.65	\$128.15	\$130.70
				3-Zone	\$160.00	\$163.20	\$166.45	\$169.80	\$173.20
				4-Zone	\$197.00	\$200.95	\$204.95	\$209.05	\$213.25
				5-Zone	\$275.50	\$281.00	\$286.60	\$292.35	\$298.20

# Appendix 3: Background on Unprecedented Population Growth

In the lead-up to the adoption of *Transport 2050* in early 2022, it was projected that the region would grow by an additional 36,000 to 50,000 people per year, mostly from immigration. However, the disruption from COVID-19 saw international travel halted and immigration suppressed around the world. As pandemic restrictions eased and immigration policies were adjusted to meet critical labour needs, the region experienced a surge in population growth that will bring the region’s total population to three million people by mid-2024.

**ANNUAL POPULATION CHANGE IN METRO VANCOUVER FROM BC STATS POPULATION PROJECTIONS**



We know that newcomers to Canada, especially in the Metro Vancouver region, are more likely to rely on transit and choose to live in areas near the frequent transit network, hence why we have also seen overcrowding levels return to pre-pandemic levels on some parts of the system.

This investment plan has been prepared in part to respond to these acute pressures in recent years. However, we know that Canada, British Columbia, and this region especially will continue to be a desirable place to live and work in the coming decades.

