



# 2025 Investment Plan Consultation Discussion Guide

Consultation Period: April 10 – April 24, 2025

[translink.ca](https://www.translink.ca)





# We are seeking your feedback on TransLink's proposed *2025 Investment Plan*

TransLink is seeking public feedback on its *2025 Investment Plan*, the strategic plan that outlines the transportation services and investments we propose to deliver and how we propose to fund them.

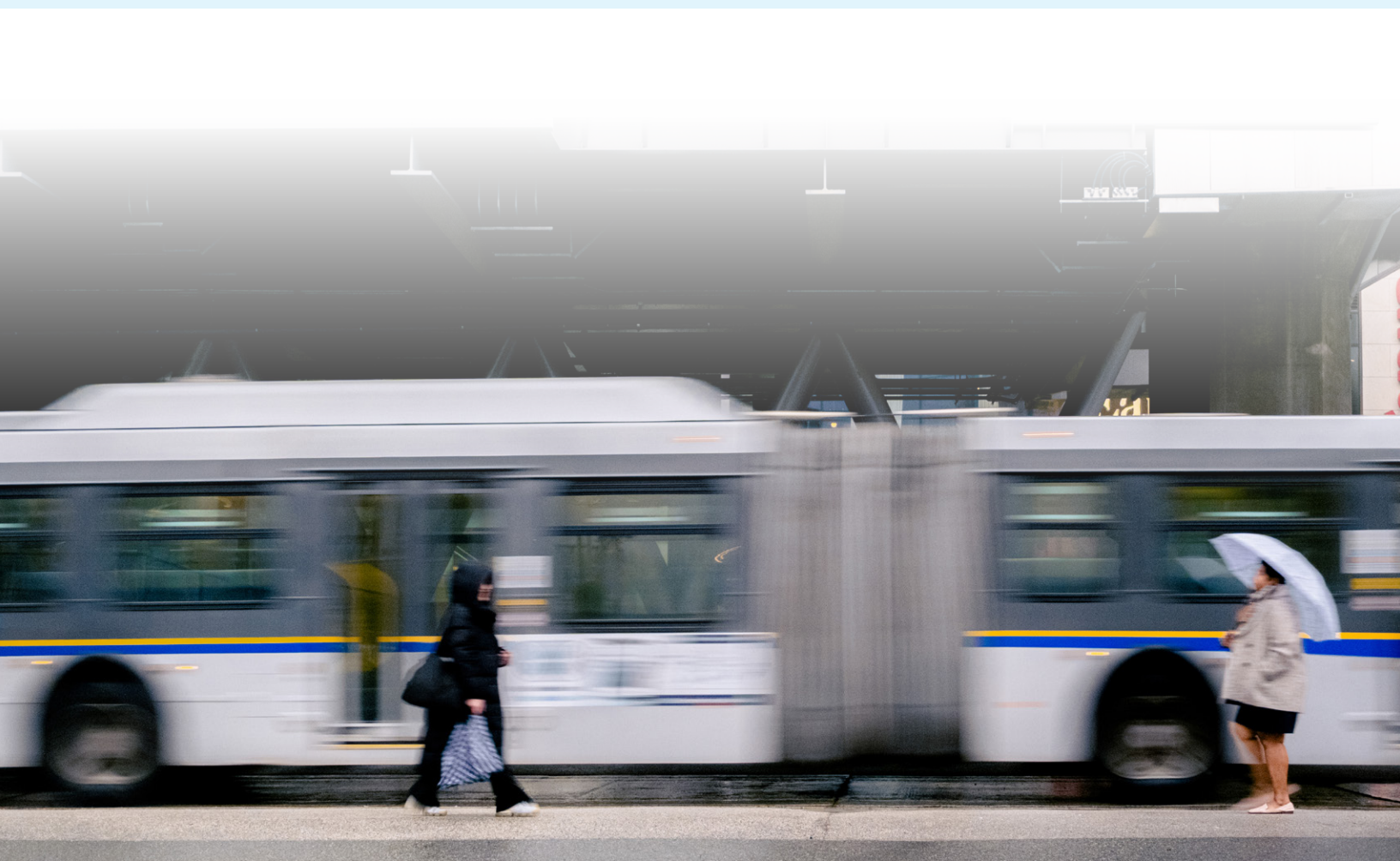
The public consultation period outlined in this Discussion Guide is open from **April 10 to 24, 2025**. Your input will be reported on and considered by the Mayors' Council on Regional Transportation and the TransLink Board of Directors. A Consultation Summary report will be posted to the Investment Plan website following the consultation.

## HOW YOU CAN PROVIDE FEEDBACK

Public [online feedback form](#)

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

Project voice mailbox: (778) 375-7377





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

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

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# About TransLink

## Regional multi-modal transportation mandate

TransLink (*South Coast British Columbia Transportation Authority*) provides a regional transportation system in Metro Vancouver that moves people and goods. We plan, fund and manage the region's transportation system in support of the regional growth strategy, and provincial and regional economic, environmental, and emission reduction objectives.

TransLink operates the region's transit system, including an extensive bus network, HandyDART, SkyTrain, West Coast Express, and SeaBus service. More than just transit service, TransLink owns and maintains five bridges, bike parkades, and active transportation infrastructure, funds the operation and maintenance of the region's Major Road Network, and partners with municipalities to invest in cycling, walking and road safety infrastructure.

## TransLink governance structure

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

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

## How TransLink plans the regional transportation network

Under the *SCBCTA Act*, TransLink is required to regularly update two planning documents: a 30-year regional transportation strategy, and a 10-year Investment Plan. Investment plans must set out TransLink's anticipated operating and capital expenditures and how they will be paid for with established revenue sources over a 10-year period.

The *Access for Everyone Plan* is a bridge between these two legislatively required planning documents and identifies priority investments that are ultimately confirmed and funded via investment plans.





# Introduction

## **This Investment Plan addresses critical transit and transportation needs, while reducing TransLink’s structural funding gap.**

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

Each week, one third of Metro Vancouver’s population relies on TransLink’s network of transit, major roads, and active transportation infrastructure to move them through the region. A robust transportation system is critical to supporting a resilient economy, and a thriving region. It also helps grow businesses and productivity, address housing affordability challenges by supporting complete communities, and is an essential contributor to reducing GHG emissions.

However, a significant gap has emerged over the past several years between how much it costs to fund the regional transportation system, and how much revenue TransLink brings in. The three largest contributors to the funding gap are a regional shift toward electric and more fuel-efficient vehicles causing a decline in fuel tax revenue, fare increases held below inflation during the pandemic and structural changes in ridership, and overall higher costs due to inflation.

Temporary operating relief funding from the Governments of Canada and British Columbia, along with property tax and fare increases enabled in the *2022 and 2024 Investment Plans* ensured that TransLink could continue to operate through the end of 2025, while also adding bus service to address overcrowding and other priorities.

However, there remains an over \$600 million annual structural deficit beginning in 2026, and with it, a risk of significant transit service cuts if unaddressed.

TransLink has implemented \$90 million in annual cost efficiency initiatives to help address the structural deficit. These measures included reducing head count by eliminating unfilled corporate roles, reducing contract work and training budgets, implementing debt management optimization measures and increasing fare evasion enforcement. These efficiency measures alone are not enough to solve our financial challenge – a long term, sustainable funding solution is required.

**This proposed 2025 Investment Plan makes significant progress on resolving the structural deficit.** The Plan reduces the deficit by nearly half and keeps TransLink financially stable through to the end of 2027. This ensures that we can continue delivering reliable service to customers.

In addition, starting in September 2025 and continuing into 2027, this plan proposes to increase bus service by five per cent over today – the largest expansion approved since 2018 – helping to alleviate overcrowding on our busiest routes as well as improving transit to parks, industrial employment areas, and some underserved neighbourhoods. The plan also extends the R2 RapidBus from Phibbs Exchange to Metrotown, and advances design work for three future Bus Rapid Transit corridors. Investments in the Major Road Network and active transportation infrastructure will keep all road users moving.

Transit users, property owners, motor vehicle users, and the broader economy all benefit from a well-connected and maintained transportation system. This investment plan proposes, everyone who benefits from an effective regional transportation system helps to fund it, with increases to transit fares, property tax, and parking tax, and contributions from the Government of B.C.], to address the structural deficit and fund essential transportation investments to meet the needs of our growing region now and into the future.

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

## **WHAT'S THE ACCESS FOR EVERYONE PLAN?**

The Mayors' Council's *Access for Everyone Plan* outlines critical transportation investments to build towards our vision of Transport 2050. The plan commits to:

- Doubling bus service
- Nine Bus Rapid Transit Corridors
- Rapid transit for the North Shore, Burnaby Mountain Gondola, UBCx
- Building 450km of the Major Bikeway Network
- And many other investments

*Access for Everyone* will be delivered through a series of investment plans, including early investment in BRT, more bus service, and increased funding for the Major Road Network proposed in this *2025 Investment Plan*.





## New Investments in the 2025 Investment Plan

The *2025 Investment Plan* funds early priorities from the *Access for Everyone Plan*, including preparing for future BRT, increasing bus service, and extending streets and roads programs. Figure 1 outlines the new investments proposed in this Plan.

These investments are *in addition* to the services and infrastructure already being delivered or are committed to being delivered, including the Broadway Subway Project, Surrey-Langley SkyTrain, new SkyTrain cars, improved service to First Nations communities, continued improvements to state of good repair, and transit service increases approved in the *2024 Investment Plan*:

- Additional bus service hours to address overcrowding
- Earlier morning trips on the SeaBus
- Improved late evening service on HandyDART

Figure 1. New investments proposed in the 2025 Investment Plan.

## New Investments in the 2025 Investment Plan



### Prepare for Bus Rapid Transit

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



### Expand Service and Address Overcrowding

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



### Seasonal Service to Parks and Beaches

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



### Safer and Well Maintained Streets for All Modes

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



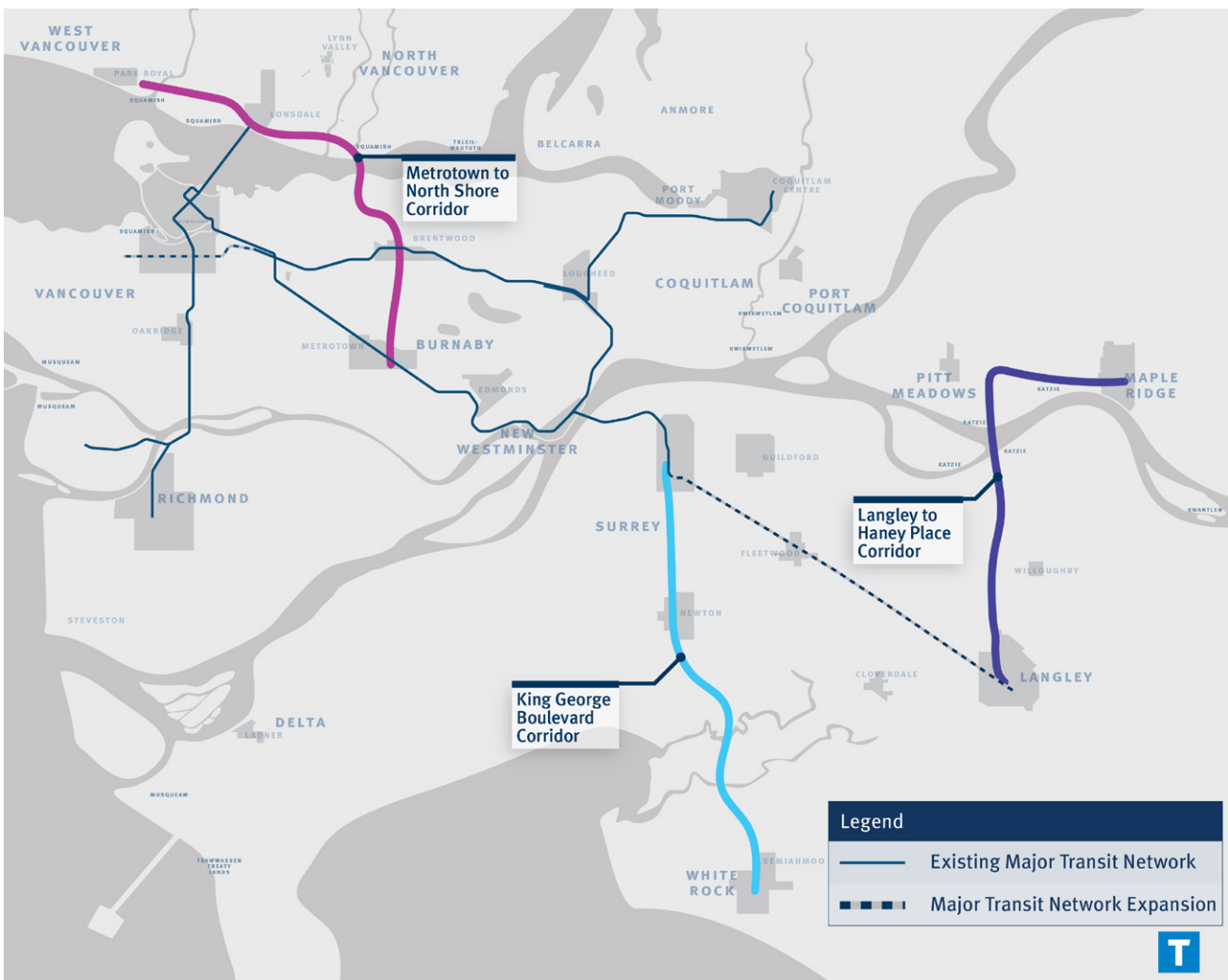
# Preparing for Bus Rapid Transit

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

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

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

Figure 2. Three bus rapid transit corridors in planning & development.



## **Bus Rapid Transit Design**

This Plan proposes funding the design for BRT corridors. Construction and service would be funded in a subsequent investment plan, once contributions from senior governments are confirmed.

## **R2 Extension to Metrotown**

This Plan proposes funding the construction of the R2 RapidBus extension from its current terminus at Phibbs Exchange to Metrotown, a precursor to a future rapid transit connection to and from the North Shore. This extension will improve connections to the North Shore, provide access to SkyTrain, and build ridership in advance of BRT along the corridor. The R2 Extension is expected to open in 2027.

## **New bus service on current routes to build ridership**

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

# **More Transit Service to Alleviate Overcrowding and Improve Convenience**

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

### **Transit-Oriented Communities**

For transit-oriented communities, the proposed increase includes a new peak-only route along 68th Avenue in Surrey, as well as extended hours of operation on route 231 in North Vancouver and route 388 in Surrey.

### **Industrial Employment Areas**

New or enhanced service would be provided to the Gloucester, Tilbury, and Campbell Heights industrial employment areas and 10 additional routes (80, 116, 128, 159, 301, 310, 405, 407, 501, 791) will receive improvements to better serve industrial workers. The R2 extension will also provide better connectivity to industrial jobs on the North Shore.



## Underserved Communities

This Plan proposes new service to the underserved community of Central Royal Oak as well as improvements to 23 routes (33, 102, 103, 105, 106, 109, 119, 147, 148, 152, 153, 155, 156, 157, 312, 322, 325, 341, 342, 371, 373, 375, N10) to serve other underserved communities.

## Parks And Beaches

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

## Alleviate bus overcrowding

This Plan proposes additional service on approximately 50 routes to reduce overcrowding. Overcrowding on buses causes delays, pass-ups, and a less comfortable experience, especially for those who may need additional space to travel safely and comfortably.

## Improving convenience with more frequent service

This Plan would increase service on the Frequent Transit Network (FTN)<sup>1</sup>. This includes one new FTN route (route 335) and increasing frequencies to every 12 minutes on seven existing FTN routes (3, 8, 10, 16, 17, 19, 20).

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

## More service on HandyDART

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

## Add cars on the West Coast Express

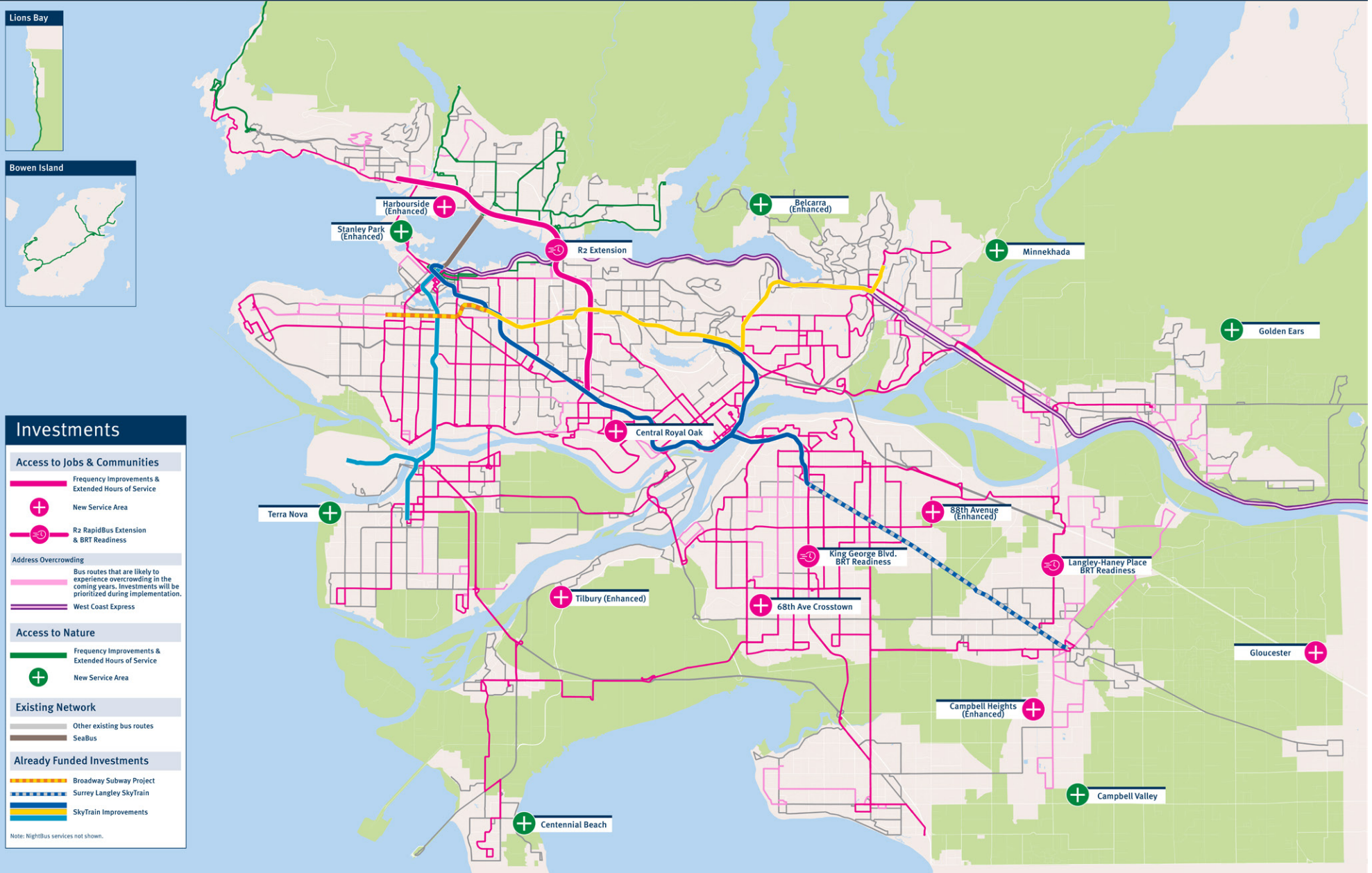
This Plan proposes to add capacity to existing West Coast Express trips as demand grows.

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

Figure 3. Map of proposed transit service improvements

# 2025 Investment Plan Proposed Scope







## Extending Streets and Roads Investments

### **Increase funding for pavement rehabilitation on the Major Road Network by 70 per cent**

Every year TransLink provides local governments with funding to operate, maintain and rehabilitate the Major Road Network to ensure people and goods can keep moving along these key regional arteries.<sup>2</sup> Not only do these roads support personal vehicle travel, they are also critical for goods movement and bus service. Seventy per cent of the Major Road Network are our busiest transit corridors. Recognizing the increasing cost to maintain roads and increasing disrepair of pavement conditions, this Plan proposes increasing the annual amount that TransLink provides to municipalities by 70 per cent, a nearly \$50 million annual increase.

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

## **Extend local government funding programs for one more year**

This Plan proposes continuing investments in walking, biking, rolling, and road safety infrastructure for another year – with nearly \$90 million of funding in 2026 through the following programs:

- Walking Infrastructure to Transit (WITT)
- Bicycle Infrastructure Capital Cost Sharing (BICCS)
- Major Road Network and Bike (MRN-B)
- Major Road Network Structures (MRN-S)

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

## **More reliable bus service, less time stuck in traffic**

Traffic congestion results in delays for bus customers and makes delivering bus service more costly for TransLink.<sup>3</sup> Bus priority measures like dedicated lanes, queue jumps, and signal priority keep buses moving smoothly, improving travel times and cost efficiency.

This plan would extend TransLink's Bus Speed and Reliability Program for one more year, an additional \$13 million in program funding in 2026. Investment would be directed towards high-delay corridors and hotspot areas, to keep buses moving as quickly and reliably as possible.

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<sup>3</sup> More congestion on any given route means that buses are moving more slowly, and that more buses must be added to the schedule to deliver the same service.



# Funding the *2025 Investment Plan*

## Current Funding Model and Structural Deficit

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

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

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

### Our current funding model is not sustainable

TransLink is currently facing a significant operating funding shortfall beginning in 2026, averaging more than \$600 million annually. Three of the largest contributors to the structural deficit are:

- **Declining fuel tax revenue** due to increasingly fuel-efficient cars and trucks and the accelerating transition to zero-emissions vehicles. With less gas- and diesel-powered vehicles on the road, this main revenue source will continue to decline. Revenue from the regional fuel tax peaked in 2022 and by 2024 was already \$50 million lower than at the peak. This decline in fuel tax revenues has been happening faster than previously forecast and has contributed about \$1 billion dollars to the ten-year deficit relative to the *2018 Investment Plan*.
- **Lower transit fare revenues** due to structural changes in ridership and fare increases held below the rate of inflation during the pandemic. While transit ridership overall has returned, the make-up of riders and pass products on the system has changed, which has resulted in less revenue from transit fares.
- **Higher costs** due to rising inflation that emerged over the past few years. This has impacted nearly all facets of TransLink's business, including labour, fuel, materials, and construction costs.

This structural deficit has emerged since the outset of the pandemic. The *2022 and 2024 Investment Plans* ensured that TransLink remained financially stable through 2025, with emergency relief operating contributions from the Governments of B.C. and Canada and property tax increases, balancing transit fare increases with affordability constraints, while allowing time for the Mayors' Council, TransLink Board of Directors, and the Government of B.C. to develop a longer-term funding solution.

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

## **TRANSLINK IS COMMITTED TO FISCAL RESPONSIBILITY**

TransLink has long been an efficient and cost-effective organization. In response to the structural deficit, TransLink initiated an independent review in 2024 to help enhance our operational efficiency and find any additional cost savings. This review found that TransLink has lower administrative costs than other comparable authorities and that there are limited opportunities to further reduce costs without cutting transit service. TransLink identified a series of efficiency measures to save approximately \$90 million per year, including corporate cost and staffing reductions, additional revenues, and debt management optimizations. As a result, in the 2025 budget, 86 per cent of TransLink's expenses are service related. Administrative expenses make up the remaining 14 per cent, lower than the 17 to 20 per cent average for Canadian and U.S. transit agencies.

To support funding this Investment Plan, TransLink commits to finding further efficiencies and cost-saving measures.



# Proposed Updates to Funding Sources in the *2025 Investment Plan*

## **Everyone benefits from a robust transportation system, and everyone should contribute to it**

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

TransLink's current funding model is based on the premise that those that benefit from the transportation system help pay for it: transit users, motor vehicle users, and property owners.

In the long-term, we envision building on this existing model by:

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

Several changes proposed in this Investment Plan will make significant progress towards this funding solution: transit fare increase, property tax increase, and parking tax increase. In addition, a one-time grant of \$312 million from the Province of British Columbia to protect services through 2027 that will also help ease the transition to a new revenue tool(s) introduced in 2027 with full implementation in 2028. More information on each of these revenue sources is outlined in the following section.

Table 1. TransLink’s current funding sources and proposed revenue changes in this investment plan.

Beneficiary Group	What contributions are already being made?	What’s proposed to change in this Investment Plan?
Transit users	<ul style="list-style-type: none"> <li>• Transit fares</li> <li>• Commercial revenues</li> </ul>	<ul style="list-style-type: none"> <li>• Transit fare increase</li> </ul>
Motor vehicle users	<ul style="list-style-type: none"> <li>• Motor vehicle fuel tax</li> <li>• Off-street parking sales tax</li> </ul>	<ul style="list-style-type: none"> <li>• Off-street parking sales tax increase</li> </ul>
Property owners	<ul style="list-style-type: none"> <li>• Property tax</li> <li>• Levy on residential electricity</li> </ul>	<ul style="list-style-type: none"> <li>• Property tax increase</li> </ul>
Broader economy	<ul style="list-style-type: none"> <li>• Capital contributions from senior governments</li> <li>• Temporary operating emergency relief</li> </ul>	<ul style="list-style-type: none"> <li>• An operating grant for 2025-2027</li> </ul>

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

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

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

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



# What is proposed to change in the *2025 Investment Plan*?

## Transit Fares

Transit users contribute to TransLink’s largest amount of funding in the form of transit fares. Annual increases to fare products ensure that fares keep pace with inflation.

In response to the pandemic and to support the Government of B.C.’s affordability and pandemic recovery objectives, TransLink cancelled a planned 4.6 per cent fare increase in 2020 and kept fare increases below inflation in 2021-2024, at 2.3 per cent per year. As a result of these smaller increases since 2020, fares increases have remained low, while extraordinary inflation in recent years was driving up the cost of everything else (Figure 4).

To fund urgent service expansion and to allow fares to catch up after being held below inflation for five years, the *2024 Investment Plan* approved a fare increase of four per cent in 2025, three per cent in 2026 and approximately two per cent annually from 2027 to 2033.

### What Are The Proposed Changes To Transit Fares In The *2025 Investment Plan*?

There are three proposed changes to transit fares: an overall increase to fares, adjustments to standardize discounted products, and an increase to the YVR AddFare (Table 2).

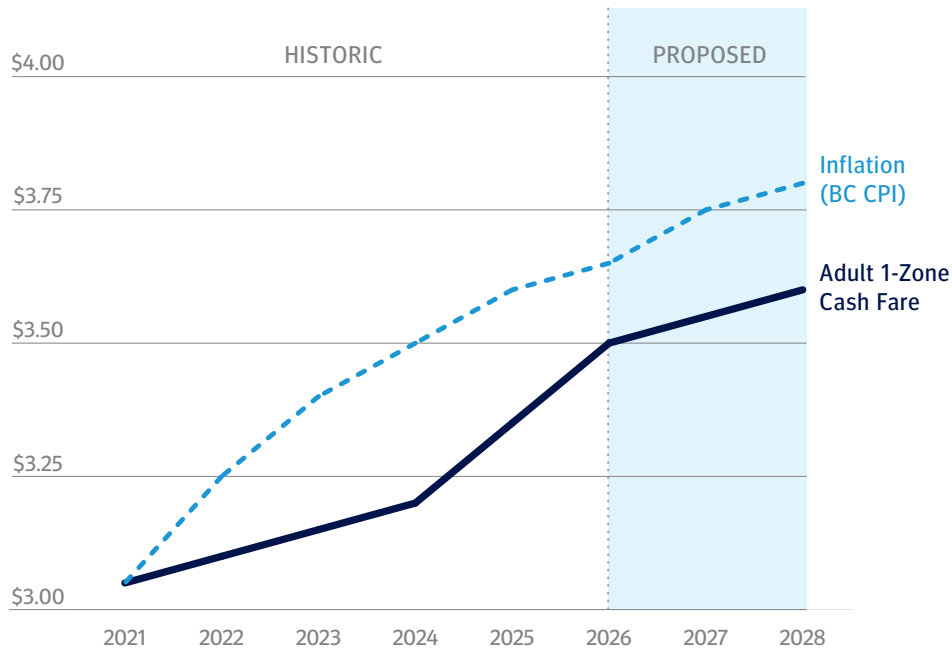
Collectively, when these adjustments are implemented in July 2026, they are expected to raise an additional \$26 million by the end of 2027. The combined impact of these changes on individual fare products are detailed in Appendix 1.

#### *Increasing fares by five per cent in 2026*

The Plan proposes increasing fares by approximately five per cent in 2026, two per cent more than was approved in the *2024 Investment Plan*. Between 2027-2034, fare increases will continue to be held at approximately two per cent annually, in line with the *2022 and 2024 Investment Plans*.

This increase in transit fares works out to approximately \$0.14 for an average trip but provides critical added revenues to ensure we can continue to provide safe and reliable service to customers.

Figure 4. Transit fares compared to inflation since 2021.



### *Simplifying fares by standardizing discounts*

The Plan would also make fares fairer and more consistent by making the percent discount on products the same across all zones, relative to cash and stored value fares. This will be implemented gradually over a three-year period for most products; some products will increase slightly more or less than others. A more detailed table of all the fare products is included in Appendix 1.

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

- Adult stored value products will be discounted 15 per cent off the relevant cash fare;
- Concession stored value products will be discounted 20 per cent off the equivalent adult stored value fare;
- Concession Day Passes will be discounted 20 per cent off the adult Day Pass rate; and,
- Concession monthly passes will be 40 per cent off the adult 1 zone monthly pass.

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

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

## Increasing the Canada Line YVR AddFare

The Canada Line YVR AddFare is a fee added to certain trips leaving from YVR Airport, Sea Island Centre, and Templeton SkyTrain stations to support the cost of the Canada Line.

This Plan proposes an increase of \$1.50 to the Canada Line YVR AddFare in 2026, and by 2 per cent annually thereafter. The YVR AddFare has been unchanged since it was introduced at \$5 more than fifteen years ago. Increasing the AddFare will mean TransLink is able to meet its debt obligation associated with the ‘YVR Funding Agreement’ by March 31, 2040.

Table 2. Summary of proposed transit fare changes to fares.

What we are proposing in this Investment Plan	Why we are proposing it
1. 2026 fares to increase by an additional two per cent (from a planned three per cent to five per cent).	<ul style="list-style-type: none"><li>Increased revenue will fill a portion of the structural deficit and help pay for an expansion of transit service.</li></ul>
2. Gradually standardize the discount rates between stored-value, concession and cash-equivalent products.	<ul style="list-style-type: none"><li>Make fares fairer and more consistent;</li><li>Makes it easier to communicate prices to customers.</li></ul>
3. Increase the Canada Line YVR AddFare by \$1.50 (for a total of \$6.50) in 2026, then by two per cent annually from 2027 onwards.	<ul style="list-style-type: none"><li>The Canada Line YVR AddFare has not been increased since it was introduced in 2009;</li><li>Ensure the debt obligation for construction of the Canada Line to YVR can be fully funded through the Canada Line YVR AddFare, as originally intended.</li></ul>

## Property Tax

Like other regions in Canada and internationally, a **portion** of property taxes collected in the region are used to support TransLink’s investments in transit, roads, bridges, and walking and cycling infrastructure.

These investments create local benefits, such as facilitating access to employment, education, and other opportunities. The benefits that transportation investments generate can also increase underlying land values to the financial benefit of nearby property owners.

The TransLink portion of property tax is relatively small, making up approximately seven per cent of a household’s property tax bill (or \$250 dollars on a median \$3,500 residential property tax bill).



## What is the Proposed Change to Property Tax in the 2025 Investment Plan?

This Plan proposes to make two changes to TransLink’s property tax revenue, in addition to the continuation of 2024 tax levels approved in the *2024 Investment Plan*:

- In 2025, TransLink is proposing to raise an additional \$44 million in property tax revenue (an increase of eight per cent).
- In 2027, an additional increase of \$160 million in property revenue (an increase of 22 per cent).

In 2025, the impact of the \$44 million equates to \$20 for the median-value residential property in the region (\$909,000 property value). This increase represents approximately a 0.5 per cent rise in the total median-value residential property tax bill for 2025 compared to what they would have paid otherwise.

TransLink’s total property tax revenues grow by 4.15 per cent annually, plus an amount based on Annual Development Growth.

## Parking Tax

TransLink currently administers a 24 per cent parking sales tax on all off-street paid parking (hourly, monthly, and annually) within TransLink’s service area in Metro Vancouver. The 2025 BC Budget announced upcoming amendments to the *SCBCTA Act* to allow TransLink’s parking tax to be increased from 24 per cent to 29 per cent through an investment plan.

## What is the Proposed Change to Parking Tax in the 2025 Investment Plan?

This Investment Plan proposes to increase the off-street parking sales tax from 24 per cent to 29 per cent, as allowable through upcoming amendments to the *SCBCTA Act* identified in [2025 BC Budget](#).

This change will raise approximately \$20 million in new revenue per year in 2026.

Table 3 outlines the additional amount of tax paid under the proposed park tax increase. Tax amounts are expected to increase by approximately forty cents on a \$10 parking fee.

Table 3. Parking tax increase impact.

Off-Street Parking Price (tax inclusive)	Previous Parking Sales Tax Paid (24 per cent tax rate)	Estimated Additional Parking Sales Tax (with 29 per cent tax rate)	Potential New off-street Parking Price* (tax inclusive)
\$5	\$0.92	+\$0.19	\$5.20
\$10	\$1.84	+\$0.38	\$10.40
\$15	\$2.76	+\$0.58	\$15.60

\* Parking prices are ultimately set by parking vendors, estimates assume taxes are perfectly passed through to customers.

## Senior Government Contributions

Over the past decade, the Governments of British Columbia and Canada have invested billions in capital investment to ensure transit is maintained and expanded in Metro Vancouver to support a growing economy and region. In recent years, senior governments have also provided over \$1.3 billion in temporary operating relief in response to TransLink's structural deficit.

This plan also recognizes \$66 million per year over ten years in capital funding from the Government of Canada's Canada Public Transit Fund Baseline Stream. This funding will help keep the transportation system in a state of good repair.

### What is Proposed to Change in the 2025 Investment Plan?

The Province of British Columbia will provide an operating grant of \$312 million, to reflect an annual contribution of \$100 million per year, starting in 2025. A subsequent investment plan is required to identify capital investments from all levels of government to fund the implementation of the *Access for Everyone Plan*.



# Looking Ahead to the Next Investment Plan

This *2025 Investment Plan* would significantly reduce TransLink’s structural funding deficit, keeping TransLink’s operations fully funded through 2027, while delivering early investments for the *Access for Everyone Plan*. This includes extending the R2 RapidBus, preparing for BRT, enhancing transit service, funding Major Road Network rehabilitation, and extending active transportation and road safety programs.

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

## 1. Address the remaining structural deficit in 2028 and beyond.

To make progress on this objective, the Mayors’ Council and TransLink Board will continue to work with the Government of B.C. on the new revenue source(s) (which will begin in 2027) and existing revenue sources to address TransLink’s remaining deficit.

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

The *Access for Everyone Plan* commits to:

- A doubling of bus service
- Up to 9 Bus Rapid Transit Corridors
- Rapid transit for the North Shore, Burnaby Mountain, and UBCx
- Build out the Major Bikeway Network
- And many more investments

These investments will have a transformative impact in making transportation more convenient, reliable, and safe. While this *2025 Investment Plan* proposes to make early progress on some investments, the bulk of the *Access for Everyone Plan* remains unfunded, including Bus Rapid Transit implementation.

In late March 2025, the Government of Canada announced up to \$1.529 billion in capital funding over 10 years through the [Canada Public Transit Fund Metro Region Agreement Stream](#). This falls short of what is required to fully fund the *Access for Everyone Plan*. We encourage our senior government partners to partner with TransLink to **fully** fund the *Access for Everyone Plan* in upcoming investment plans.

## PROVIDE YOUR FEEDBACK BETWEEN APRIL 10 – APRIL 24

We are seeking your feedback on the proposed new investments and revenues in the *2025 Investment Plan*. There are three ways to share your comments:

Complete our [online feedback form](#)

Send us an e-mail: [investmentplan@translink.ca](mailto:investmentplan@translink.ca)

Leave a voice message voice mailbox: (778) 375-7377



# Appendix 1: Proposed Fares

## CONVENTIONAL TRANSIT FARES 2025–2034

Transit Fare Rates			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
<b>Short Term Fare Products</b>												
Adult	Cash	1-Zone	\$3.35	\$3.50	\$3.55	\$3.60	\$3.65	\$3.70	\$3.75	\$3.85	\$3.95	\$4.05
		2-Zone	\$4.85	\$5.10	\$5.20	\$5.30	\$5.40	\$5.50	\$5.60	\$5.70	\$5.80	\$5.90
		3-Zone	\$6.60	\$6.70	\$6.85	\$7.00	\$7.15	\$7.30	\$7.45	\$7.60	\$7.75	\$7.90
Concession	Cash	1-Zone	\$2.25	\$2.30	\$2.40	\$2.45	\$2.50	\$2.55	\$2.60	\$2.65	\$2.70	\$2.75
		2-Zone	\$3.30	\$3.40	\$3.50	\$3.60	\$3.65	\$3.70	\$3.80	\$3.90	\$4.00	\$4.10
		3-Zone	\$4.50	\$4.60	\$4.70	\$4.75	\$4.85	\$4.95	\$5.05	\$5.15	\$5.25	\$5.35
Adult Day Pass		All zones	\$11.95	\$12.55	\$12.80	\$13.05	\$13.30	\$13.55	\$13.80	\$14.10	\$14.40	\$14.70
Concession Day Pass		All zones	\$9.40	\$9.75	\$10.10	\$10.45	\$10.65	\$10.85	\$11.05	\$11.25	\$11.50	\$11.75
<b>Discounted or Non-Short Term Products</b>												
Adult	Stored Value	1-Zone	\$2.70	\$2.85	\$3.00	\$3.05	\$3.10	\$3.15	\$3.20	\$3.30	\$3.35	\$3.40
		2-Zone	\$4.00	\$4.20	\$4.40	\$4.50	\$4.60	\$4.70	\$4.80	\$4.90	\$5.00	\$5.10
		3-Zone	\$5.10	\$5.40	\$5.70	\$5.95	\$6.05	\$6.15	\$6.25	\$6.40	\$6.55	\$6.70
	Monthly Pass	1-Zone	\$111.60	\$117.20	\$119.55	\$121.55	\$124.40	\$126.90	\$129.45	\$132.05	\$134.70	\$137.40
		2-Zone	\$149.25	\$156.70	\$159.85	\$163.05	\$166.30	\$169.65	\$173.05	\$176.50	\$180.05	\$183.65
		3-Zone	\$201.55	\$211.65	\$215.90	\$220.20	\$224.60	\$229.10	\$233.70	\$238.35	\$243.10	\$247.95
Concession	Stored Value	1-Zone	\$2.25	\$2.30	\$2.40	\$2.45	\$2.50	\$2.55	\$2.60	\$2.65	\$2.70	\$2.75
		2-Zone	\$3.30	\$3.40	\$3.50	\$3.60	\$3.65	\$3.70	\$3.80	\$3.90	\$4.00	\$4.10
		3-Zone	\$4.50	\$4.60	\$4.70	\$4.75	\$4.85	\$4.95	\$5.05	\$5.15	\$5.25	\$5.35
	Monthly Pass	All Zones	\$63.80	\$66.95	\$70.10	\$73.15	\$74.60	\$76.10	\$77.60	\$79.15	\$80.75	\$82.35

# Appendix 1: Proposed Fares

## WEST COAST EXPRESS FARES 2025–2034

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

# Appendix 1: Proposed Fares

## WEST COAST EXPRESS FARES 2025–2034

Transit Fare Rates – West Coast Express			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
<b>Discounted or Non-Short Term Products</b>												
Adult	Stored value, one-way	1/2-Zone	\$5.50	\$5.70	\$5.95	\$6.15	\$6.30	\$6.40	\$6.55	\$6.70	\$6.85	\$7.00
		3-Zone	\$7.25	\$7.55	\$7.85	\$8.05	\$8.20	\$8.35	\$8.50	\$8.65	\$8.80	\$9.00
		4-Zone	\$8.90	\$9.20	\$9.50	\$9.80	\$10.00	\$10.20	\$10.40	\$10.60	\$10.80	\$11.00
		5-Zone	\$11.95	\$12.40	\$12.85	\$13.20	\$13.50	\$13.75	\$14.05	\$14.35	\$14.65	\$14.95
	Stored value, return pass	1/2-Zone	\$12.20	\$12.80	\$13.05	\$13.30	\$13.55	\$13.80	\$14.10	\$14.40	\$14.70	\$15.00
		3-Zone	\$15.65	\$16.45	\$16.80	\$17.15	\$17.50	\$17.85	\$18.20	\$18.55	\$18.90	\$19.30
		4-Zone	\$19.35	\$20.30	\$20.70	\$21.10	\$21.50	\$21.95	\$22.40	\$22.85	\$23.20	\$23.75
		5-Zone	\$25.90	\$27.20	\$27.75	\$28.20	\$28.85	\$29.45	\$30.05	\$30.65	\$31.25	\$31.90
	Monthly Pass	1/2-Zone	\$180.80	\$189.85	\$193.65	\$197.50	\$201.45	\$205.50	\$209.60	\$213.80	\$218.10	\$222.45
		3-Zone	\$236.90	\$248.75	\$253.75	\$258.85	\$264.05	\$269.35	\$274.75	\$280.25	\$285.85	\$291.55
		4-Zone	\$285.90	\$300.20	\$306.20	\$312.30	\$318.55	\$324.90	\$331.40	\$338.05	\$344.80	\$351.70
		5-Zone	\$390.40	\$409.90	\$418.10	\$426.45	\$435.00	\$443.90	\$452.55	\$461.60	\$470.85	\$480.25



# Appendix 1: Proposed Fares

## WEST COAST EXPRESS FARES 2025–2034

Transit Fare Rates – West Coast Express			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
<b>Discounted or Non-Short Term Products</b>												
Concession	Stored value, one-way	1/2-Zone	\$3.30	\$3.65	\$4.00	\$4.30	\$4.70	\$5.10	\$5.20	\$5.30	\$5.40	\$5.50
		3-Zone	\$4.50	\$4.90	\$5.30	\$5.65	\$6.20	\$6.70	\$6.85	\$7.00	\$7.15	\$7.30
		4-Zone	\$5.40	\$5.90	\$6.40	\$6.85	\$7.50	\$8.15	\$8.30	\$8.45	\$8.60	\$8.75
		5-Zone	\$7.35	\$8.00	\$8.65	\$9.25	\$10.10	\$11.00	\$11.20	\$11.40	\$11.65	\$11.90
	Stored value, return pass	1/2-Zone	\$7.65	\$8.20	\$8.75	\$9.30	\$10.20	\$11.05	\$11.25	\$11.50	\$11.75	\$12.00
		3-Zone	\$9.65	\$10.45	\$11.25	\$12.00	\$13.15	\$14.30	\$14.60	\$14.90	\$15.20	\$15.50
		4-Zone	\$12.20	\$13.05	\$13.90	\$14.75	\$16.15	\$17.55	\$17.90	\$18.25	\$18.60	\$18.95
		5-Zone	\$16.55	\$17.65	\$18.75	\$19.80	\$21.70	\$23.55	\$24.00	\$24.50	\$25.00	\$25.50
	Monthly Pass	1/2-Zone	\$110.55	\$113.20	\$115.85	\$118.50	\$120.85	\$123.30	\$125.75	\$128.25	\$130.80	\$133.40
		3-Zone	\$146.35	\$149.35	\$152.35	\$155.30	\$158.45	\$161.60	\$164.85	\$168.15	\$171.50	\$174.95
		4-Zone	\$180.25	\$182.65	\$185.05	\$187.40	\$191.15	\$194.95	\$198.85	\$202.85	\$206.90	\$211.05
		5-Zone	\$252.05	\$253.35	\$254.65	\$255.85	\$261.00	\$266.20	\$271.50	\$276.95	\$282.50	\$288.15

