

**JOINT BOARD AND MAYORS' COUNCIL  
PUBLIC BOARD MEETING**

**AGENDA**

April 25, 2024

9:00 am – 10:20 am

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

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- 1. Welcome and Opening Business**
- 2. Public Delegations**
- 3. Board and Mayors' Council Joint Meeting Procedures**
- 4. 2024 – 2033 Investment Plan**
- 5. TransLink Board Motions**
  - 5.1 2024 – 2033 Investment Plan
- 6. Mayors' Council Motions**
  - 6.1 2024 – 2033 Investment Plan
- 7. TransLink Board Motions**
  - 7.1 2024 Property Tax and 2024 Replacement Tax Bylaw Amendments
- 8. Conclusion of the Joint TransLink Board and Mayors' Council on Regional Transportation Public Meeting**

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

FROM: Kevin Quinn, CEO, TransLink

DATE: April 19, 2024

SUBJECT: 2024-2033 Investment Plan

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**PROPOSED RESOLUTION:**

**TransLink Board of Directors Motions:**

That the TransLink Board of Directors:

1. Approve the "Investment Plan (2024-2033 Investment Plan)", attached as Attachment 1 to the April 19, 2024 report titled "2024-2033 Investment Plan"; and
2. Provide the "Investment Plan (2024-2033 Investment Plan)", and the associated bylaws and resolutions in relation to revenue measures and borrowing limits, attached in Attachment 1 to the April 19, 2024, report titled "2024-2033 Investment Plan", to the Mayors' Council on Regional Transportation.

**Mayors' Council on Regional Transportation Motions:**

That the Mayors' Council on Regional Transportation:

3. Approve the "Investment Plan (2024-2033 Investment Plan)", attached as Attachment 1 to the April 19, 2024 report titled "2024-2033 Investment Plan"; and
4. Receive this report.

**EXECUTIVE SUMMARY**

The 2024-2033 Investment Plan (the 2024 Investment Plan) was developed over the course of 2023-2024, in collaboration with the Mayors' Council, the TransLink Board of Directors, the Province of British Columbia and TransLink staff. This Plan addresses urgent near-term transit service and transportation needs, including addressing overcrowding, increasing access to underserved neighbourhoods, and ensuring that bus priority, road, and active transportation programs are funded in 2025. These investments are proposed to be funded by a one-time increase in property tax in 2024, and annual fare increases. This investment plan is a near-term bridging plan, with another investment plan required in 2025 to address TransLink's structural deficit and funding the first phase of the Access for Everyone Plan.

## **PURPOSE**

Under the *South Coast British Columbia Transportation Authority Act* (SCBCTA Act), the TransLink Board of Directors is responsible to approve and provide to the Mayors' Council for its approval investment plans of the authority, and the Mayors' Council is also responsible for the approval of any investment plans.

The propose of this report is to:

- Outline feedback received from the public, accessibility advisory committees, municipal and partner agencies, and Metro Vancouver Regional District (MVRD) on the 2024 Investment Plan through the consultation period; and
- Seek approval from the TransLink Board of Directors and the Mayors' Council of the 2024 Investment Plan.

## **BACKGROUND**

The 2024-2033 Investment Plan (2024 Investment Plan) was developed over the course of 2023 and 2024 in collaboration with the Mayors' Council, the TransLink Board of Directors, the Province of British Columbia, and TransLink staff.

At their respective March 7, 2024 meetings, the Mayors' Council endorsed, and the TransLink Board requested that staff prepare a draft 2024 Investment Plan and to undertake public consultation with the parameters as defined in the attached 2024-2033 Investment Plan.

Public consultation took place between March 22 and April 5, 2024. As required by the SCBCTA Act, the MVRD Board was consulted by TransLink on the draft 2024 Investment Plan and by the Mayors' Council on the proposed increase to TransLink's borrowing limit.

## **DISCUSSION**

### **Summary of Consultation**

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

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

TransLink staff presented the consultation materials to the MVRD Board of Directors at their March 22, 2024, meeting with opportunity for questions and feedback, thus fulfilling the legislatively required consultation. Feedback was also received from the public, accessibility advisory committees, municipal and partner agencies over the two-week consultation period. Consultation materials included a Discussion Guide that summarized the proposed investments and revenues, Discussion Guide summary available in English, Chinese, Simplified Chinese, and Punjabi, an online feedback form, phone line and email question submissions.

Specific to the 2024 Investment Plan, emerging themes included:

The top five repeated themes:

- Bus route specific suggestions
- Taxation sources
- Fare levels
- Considering alternative funding sources
- Bus service levels

Other recurrent themes:

- The desire to include greater detail in the Plan
- General concern over cumulative tax levels
- Bus span of service
- Support for bus priority measures
- The need for transit service to anticipate regional growth patterns

A summary of consultation outcomes is included in the 2024 Investment Plan document, Attachment 1.

Section 31(1.1) of the *SCBCTA Act* also requires that the Mayors' Council consult with the Metro Vancouver Regional District on increases to TransLink's borrowing limit. A letter from the Chair of the Mayors' Council outlining the intention to raise the borrowing limit, attached as Attachment 2 to this report, was sent to the Chair of the MVRD Board on March 15, 2024.

### **Summary of the 2024 Investment Plan Investments and Funding**

The 2024 Investment Plan is focused on meeting the region's urgent transportation needs, including:

- Deliver previously funded services, programs and projects for expansion and state of good repair.
- Increase bus service hours to address existing and emerging overcrowding at off-peak times on over a quarter of all bus routes. In addition, extend the hours of operation on 11 bus routes in the late evening, and implement previously committed bus route in East Fraser Heights in Surrey. These improvements are to be phased in starting in September 2024.
- Increase peak frequencies on the Canada Line, starting in 2025. Continue to implement previously approved service increases on the Expo/Millennium Lines, and on the West Coast Express.
- Deliver earlier SeaBus service on weekday mornings.
- Improve late evening service on HandyDART.
- Fleet and facilities investments to support early implementation of the Access for Everyone Plan, including new buses and supporting infrastructure.
- Extend Bus Speed and Reliability Program, as well as TransLink's walking, cycling, and road safety programs with local governments, through 2025.

To fund these improvements, the 2024 Investment Plan includes higher transit fare increases in 2025 and 2026 than those contemplated in the 2022 - 2031 Investment Plan, and a one-time increase in property tax in 2024. After 2024, the Plan standard property tax rates revert to those previously approved schedule of property taxes as approved in the 2022-2031 Investment Plan.

Even with this 2024 Investment Plan, TransLink is currently facing a significant structural funding deficit starting in 2026. The average amount of the deficit is \$600 million annually. This represents approximately 26 per cent of the average annual operating revenue from 2026 to 2033. Contributions from senior government throughout the pandemic have helped the region maintain substantially pre-pandemic service levels and delay the impacts of this structural deficit. However, left unaddressed, the structural deficit could lead to significant reductions in regional transportation service, programs and staffing beginning in 2026. 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.

The 2024 Investment Plan is a bridge to the next investment plan, enabling TransLink to move forward on some critical investments while we continue to advance the long-term sustainable funding strategy through a 2025 Investment Plan. This plan will be required in spring 2025 to address the structural deficit and to begin implementing the Access for Everyone Plan.

**ATTACHMENTS:**

Attachment 1 - 2024-2033 Investment Plan

Attachment 2 - Letter to MVRD Board Chair on Borrowing Limit



# 2024 Investment Plan

Submitted April 25, 2024



## Content

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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.



*For the purpose of the South Coast British Columbia Transportation Authority Act, this document constitutes the investment plan prepared in 2023 and 2024 for the 2024-2033 period. This document will serve as TransLink’s strategic and financial plan beginning May 1, 2024, until a replacement investment plan is approved.*

### **Caution Regarding Forward Looking Statements**

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



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OF DIRECTORS**

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*Vice Chair*

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Harj Dhaliwal

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*Mayor of the City of Burnaby*

Tracy Redies

Andrea Reimer

Harpinder Sandhu

Allan Seckel

Mayor Brad West  
*Mayor of the City of Port  
Coquitlam*

**Mayors' Council  
Designates to the Board:**

Malcolm Brodie  
*Mayor of the City of  
Richmond*

Linda Buchanan  
*Mayor of the City of North  
Vancouver*

Eric Woodward  
*Mayor of the Township of  
Langley*

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Mike Hurley, Vice Chair  
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Eric Woodward  
*Mayor of the Township of Langley*

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

Our region has mapped out a bold vision for our transportation future – in *Transport 2050* and the *Access for Everyone Plan*. This vision is one where everyone in Metro Vancouver has access to convenient choices that they can count on, that they can afford, and that they can safely enjoy, now and into the future. It sees us investing over the next decade in a more than doubling of bus service, a major expansion of our rapid transit system including building up to 9 Bus Rapid Transit lines, buildout of the region's bikeway network, and many other critical transportation investments.

We are working on advancing these plans with a sense of urgency because that's what's required of us right now given the scale of the challenges we're facing:

- An affordability crisis that is leaving far too many people struggling to pay for housing and transportation in this increasingly expensive region.
- An accelerating climate emergency that is making its destructive impacts felt on an increasingly regular basis.
- Transportation infrastructure and services that are struggling to keep pace with surging population growth.
- Traffic congestion that is now back with a vengeance making it increasingly difficult for people and goods to move around.
- Transit overcrowding that is now as bad as it was before the COVID-19 pandemic. People are being increasingly asked to squeeze uncomfortably onto packed buses and trains – or worse, being left behind on the sidewalk, costing them valuable time away from work and family.

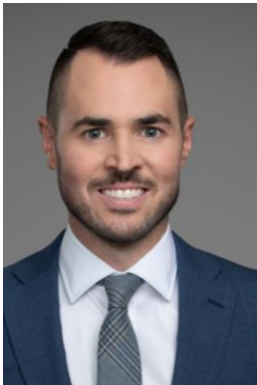
The Government of BC has responded to the affordability crisis with new measures to encourage transit-oriented housing, enabling more people to live closer to transit, saving money on their household transportation costs. These bold moves further increase the need for significant and early investments in transit and active transportation options.

Addressing these challenges and delivering the *Access for Everyone Plan* will require development of a new long-term sustainable funding model to both fix TransLink's post-COVID structural funding deficit and enable needed expansion. To this end, the Region and Province are actively collaborating to deliver long term solutions for inclusion in a *2025 Investment Plan*.

In the meantime, we have developed this 2024-2033 Investment Plan which we intend as an interim “bridge plan” to deal with the most critical transportation needs facing us in the year ahead. We acknowledge that it is not even close to sufficient to fully meet the many needs of this growing region. Instead, it is a first step. It will help reduce overcrowding across the transit system. It will make service in some places more convenient and reliable. It will continue critical investment in walking, biking, rolling, and safer streets for another year. And it will invest in buses and supporting bus infrastructure that are going to be needed to expand service in our next investment plan, in 2025.

This *2024 Investment Plan* will keep us moving in the right direction. It will help us avoid falling further behind. And it will give the Region and the Province the time needed over the coming year to put together a more ambitious plan to meaningfully advance the first full phase of *Access for Everyone*.

It is in working together on this shared vision that we will build the sustainable transportation future that everyone in this region deserves.



A handwritten signature in black ink, appearing to read 'BWJ'.

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



A handwritten signature in blue ink, appearing to read 'L. Cunningham'.

*Lorraine Cunningham*  
*Chair, TransLink Board of Directors*

## Message from Minister Rob Fleming

TransLink has demonstrated remarkable resiliency to unprecedented challenges. In the wake of pandemic recovery, there is broad recognition that the Metro Vancouver region outpaced other regions in North America in transit ridership recovery to pre-pandemic levels. And while transitioning from the impacts of the pandemic, the region's population is growing at a faster rate than ever and demand for transit services continues to shift and grow.

On behalf of the Government of British Columbia, I am pleased to support TransLink's 2024 Investment Plan as an immediate action to address overcrowding on critical transit corridors. This Plan will serve to accelerate actions until the next major investment plan, anticipated for 2025, which will offer longer-term solutions that support ridership growth in Metro Vancouver as outlined in the *Access for Everyone* plan.

Last year, our government stepped in with \$479 million in operating funding to address TransLink's most critical funding pressures and to maintain the services people rely on. We will continue to make investments to expand key transit infrastructure in Metro Vancouver to connect communities and give people more affordable options to travel, while we work towards the 2025 Investment Plan. For instance, the Surrey Langley SkyTrain Project and the Broadway Subway Project led concurrently by our government will increase the region's existing SkyTrain network by 27 per cent.

The resurgence in transit ridership in Metro Vancouver is a testament to the enduring value of public transportation in our communities. It underscores the essential role transit plays in housing affordability, facilitating mobility, fostering economic activity and reducing traffic congestion and greenhouse gas emissions – priorities championed by our government.

As the region continues to grow and evolve, it is essential that we also continue to invest in a regional transit system that can accommodate the needs of our expanding communities while supporting sustainable development for years to come. The early investment by our government as part of this Plan will enable the early procurement of bus fleets for future expansion, while supporting TransLink to increase transit service where it is most urgently needed in the near-term.

With a focus on the future, TransLink's *Access for Everyone* plan is ambitious and forward-thinking and supports provincial priority initiatives, such as the establishment of thriving Transit-Oriented Development Areas and progress towards our CleanBC roadmap to 2030 targets.

Our government, together with TransLink and the Mayors' Council, can ensure Metro Vancouver remains not only a leader in public transportation but that our transit network meets the needs of today while anticipating the demands of tomorrow. This Plan is the next step, in the many already made, to invest in the region, and I look forward to continuing our collaboration to lay the foundation for vibrant, livable communities for years to come.

Sincerely,

A handwritten signature in blue ink that reads "Rob Fleming". The signature is fluid and cursive.

*Rob Fleming*

*Minister of Transportation and Infrastructure*

# Executive Summary

With the adoption of *Transport 2050* and the *Access for Everyone Plan* in 2022, our region has set out an ambitious vision for our transportation future. Realizing this vision will require bold moves, in particular to develop a new sustainable funding model for regional transportation in Metro Vancouver. Work to define those bold investment and funding moves is underway for inclusion in a 2025 Investment Plan. In the meantime, this *2024 Investment Plan* is a “bridging plan” focused on addressing urgent near-term transportation needs.

## What the 2024 Investment Plan will deliver

Previous investment plans funded important transportation investments in the region, including the Broadway Subway Project, Surrey-Langley SkyTrain, Marpole Transit Centre, and modernizing the Compass fare payment system. These projects will come online over the duration of the *2024 Investment Plan*.

The *2024 Investment Plan* builds on these investments and 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.

### Reducing overcrowding across the transit system

Addressing existing and emerging overcrowding by increasing frequency on over a quarter of all bus routes using existing buses. This will help make buses less crowded and reduce pass-ups in the near term and during off-peak hours. Significant peak-hour bus service increases will need to wait until new fleet arrives and is funded in a subsequent Investment Plan.

Across the SkyTrain system, the frequency of trains will be increased at peak times to address overcrowding. And on the West Coast Express, additional cars will be added to provide needed capacity as demand grows. During the plan period, service will also be increased on the Expo and Millennium Lines with the opening of the Broadway Subway Project and the Surrey Langley SkyTrain. Both the service and extensions were funded in previous investment plans.

### More convenient and more frequent service, including an earlier SeaBus sailing

Extending hours of operation on 11 bus routes in the late evening and introducing new service to East Fraser Heights in Surrey, a currently unserved neighbourhood. HandyDART customers will also benefit from improved late evening service. SeaBus service will begin 15 minutes earlier on weekday mornings, to make travelling to and from the North Shore more accessible.

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

Key investments in bus fleets and supporting infrastructure to ensure we are ready to deliver on the *Access for Everyone Plan* as soon as possible. This includes investments into Bus Rapid Transit and fleet electrification.

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

Extending 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 in 2025. It includes expanded investment to implement bus priority infrastructure on specific high-delay corridors where the benefits can be realized quickly.

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

This investment plan extends TransLink’s investments in regional walking, biking, rolling, and road safety infrastructure for another year – with an additional nearly \$70 million of funding planned in 2025.

## **Funding**

To fund this urgent service expansion, this plan includes the following:

### **Savings and efficiencies**

To help fund this investment plan and mitigate our financial challenges, TransLink has first implemented efficiency and cost savings measures including:

- Expanding the bus speed and reliability program to provide greater transit priority on streets, allowing TransLink to run the same bus service more quickly and reliably and for a lower cost.
- Implementing cost-saving measures that have reduced corporate expenditures, such as consolidation of office space.
- Re-prioritizing spending on programs, initiatives and capital investments that are most essential and cost-effective in advancing our strategic priorities.
- Initiating an independent review, to ensure that TransLink operates in a highly efficient and cost-effective manner.

### **Commercial revenues**

TransLink maximizes non-taxation revenues from commercial programs, carbon credits, and real estate development.

### **Transit fare increases**

Over the past decade, our transit fare increases have been below or close to the long-term average inflation rate and our fares today remain comparable to other transit systems across North America.

Fares are TransLink's single largest source of revenue. To support the goals identified in *Transport 2050*, TransLink must strike a balance between maintaining affordable fares and ensuring that transit users contribute their fair share towards funding the system.

The *2024 Investment Plan* includes the following average annual 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 of 2 per cent annually, in line with the *2022 Investment Plan*

### **Property tax increase**

This investment plan includes 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 returns to the previously approved standard of property tax rates, as approved in the *2022 Investment Plan*.

### **Contributions from the Government of British Columbia**

In March 2023 the Government of British Columbia agreed to provide TransLink with \$479 million in operating funding to ensure TransLink remains financially stable until the end of 2025.

The Government of British Columbia is also committing up to \$300 million to support the purchase of new buses and the associated infrastructure to support future service expansion and the transition of our bus fleet to zero-emissions.





### Looking forward

Like most organizations, TransLink is facing higher costs due to inflation, which has impacted nearly every part of our supply chain and operations. While transit ridership has now 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 TransLink’s fuel tax revenue. As a result of these cost and revenue pressures, TransLink is facing a structural deficit, or funding shortfall, beginning in 2026.

TransLink is continuing to work closely with the Government of British Columbia, the TransLink Board of Directors and the Mayors’ Council on Regional Transportation to return TransLink to long-term financial sustainability. The *2024 Investment Plan* is a short-term measure, bridging the gap until the next investment plan, anticipated in 2025, which will offer long-term solutions to fix the structural deficit and begin to implement the *Access for Everyone Plan*.

# About TransLink

## TransLink's mandate

The purpose of TransLink (the South Coast British Columbia Transportation Authority) is to provide a regional transportation system that moves people and goods, and supports the regional growth strategy, provincial and regional environmental and emission reduction objectives, and the economic development of the transportation service region.

## What we do

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

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

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

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

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

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



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



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



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



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



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

**OPERATE** transit and transportation services including:



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



**PARATRANSIT.** We are the provider of paratransit service for the region via contract. HandyDART is available for those who are unable to safely navigate the region's conventional public transit without assistance.



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



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



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



### TransLink's 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. Three designates of the Mayors' Council also participate in Board meetings. 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 long-term strategies and 10-year investment plans.

## TransLink's Strategic Planning Framework

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.

The *Access for Everyone Plan* (also referred to as *Transport 2050: 10-Year Priorities for TransLink*) is a bridge between these two legislatively required planning documents and serves to prioritize the next phases of investments that are then ultimately confirmed and funded via investment plans.

Investment plans must set out – for a period of 10 years – TransLink's anticipated operating and capital expenditures and how they will be paid for.

Figure 1. TransLink's strategic planning framework.



### Transport 2050

#### 30-Year Regional Transportation Strategy

*(must be updated every five years)*

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



### Access for Everyone

Also known as the Transport 2050: 10-Year Priorities

*(not legislatively required)*

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

# Introduction to the 2024 Investment Plan

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In light of surging population growth and rapidly increasing transit ridership in our region, this *2024 Investment Plan* focuses on providing urgently needed near-term transit service improvements to address overcrowding. It also enables the purchase of buses for upcoming system expansion and funds road safety, biking, and pedestrian infrastructure improvements for an additional year.

The focus of the *2024 Investment Plan* is in bridging 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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TransLink has an expansive multi-modal mandate to help plan, fund and manage the region's transportation system, including the networks of walkways, bikeways, streets, roads, bridges, and transit that play a critical role in connecting us and keeping our region moving. TransLink is directly responsible for operating the region's transit system – one of the most effective in North America. 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 unprecedented population growth, fast growing transit ridership requires near-term investments to help manage overcrowding and prepare for future service expansion. 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. This growth – the equivalent of adding a new City of Coquitlam to the region – was much faster than anticipated. Due to federal immigration policy, the region is likely to continue to grow rapidly over the coming years, which will in turn continue to strain the regional transportation system if we are not able to keep pace with the needed investments.

## Transit overcrowding

After a period of lower travel demand due to the COVID-19 pandemic, transit ridership in the region has now recovered to a system-wide average of 90 per cent of 2019 levels – leading our metro-area 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. For example, 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 transit system has an important role to play in providing affordable, accessible, and climate friendly transportation for people across the Metro Vancouver region. The Government of BC has responded with new measures to encourage transit-oriented housing which is expected to accelerate development around the frequent transit network, enabling more people to live closer to transit and further increase demand for transit. These bold moves further increase the need for significant and early investments in transit and active transportation options.

### **A growing structural funding deficit**

Like many other organizations, TransLink is facing higher costs due to inflation, which has impacted nearly every part of our supply chain and operations. While transit ridership has largely returned since the COVID-19 pandemic, 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 TransLink's fuel tax revenues.

As a result of these ongoing cost and revenue pressures, TransLink continues to face structural funding challenges, with a deficit emerging in 2026. The amount of revenue required to fix this deficit averages \$600 million per year.

Unless the structural deficit is addressed, the region could see significant reductions in service, programs and staffing beginning in 2026, which would negatively impact every person and business in the region. To avoid these reductions and to enable progress on the *Access for Everyone Plan*, TransLink, the TransLink Board of Directors, the Mayors' Council and the Government of BC are collaborating on solutions that will return TransLink and the regional transportation system to long-term financial sustainability.

## **The first step to stabilizing TransLink's finances: 2022 Investment Plan**

The Mayors' Council and TransLink's Board of Directors approved TransLink's previous investment plan in May 2022.

Despite TransLink facing significant pandemic-related financial challenges, the *2022 Investment Plan* delayed significant reductions in service, programs and staffing to the end of 2025. This was achieved with funding support from the Governments of British Columbia and Canada, internal savings and efficiencies delivered by TransLink, and contributions from property tax and fares.

Representing an important first step in stabilizing TransLink's finances coming out the COVID-19 pandemic, the *2022 Investment Plan* also funded:

- Surrey Langley SkyTrain
- R6 Scott Road RapidBus
- Continued replacement of aging diesel buses with mostly battery-electric buses and compressed natural gas buses fueled by renewable natural gas
- Compass modernization program
- Customer washrooms at several locations across the transit system
- Bus priority infrastructure, to make buses faster and more reliable
- Three more years of funding for road safety, streets, walkways, and bikeways
- Improved transportation access to First Nations reserve lands

All these previously approved and funded projects and programs are either underway now or will be underway during the time period covered by this plan. The *2024 Investment Plan* builds on these investments. See Table A8 in Appendix A for a summary of major projects over \$50 million that will see expenditures during the 2024-2033 period.

## **Planning for the future: *Transport 2050***

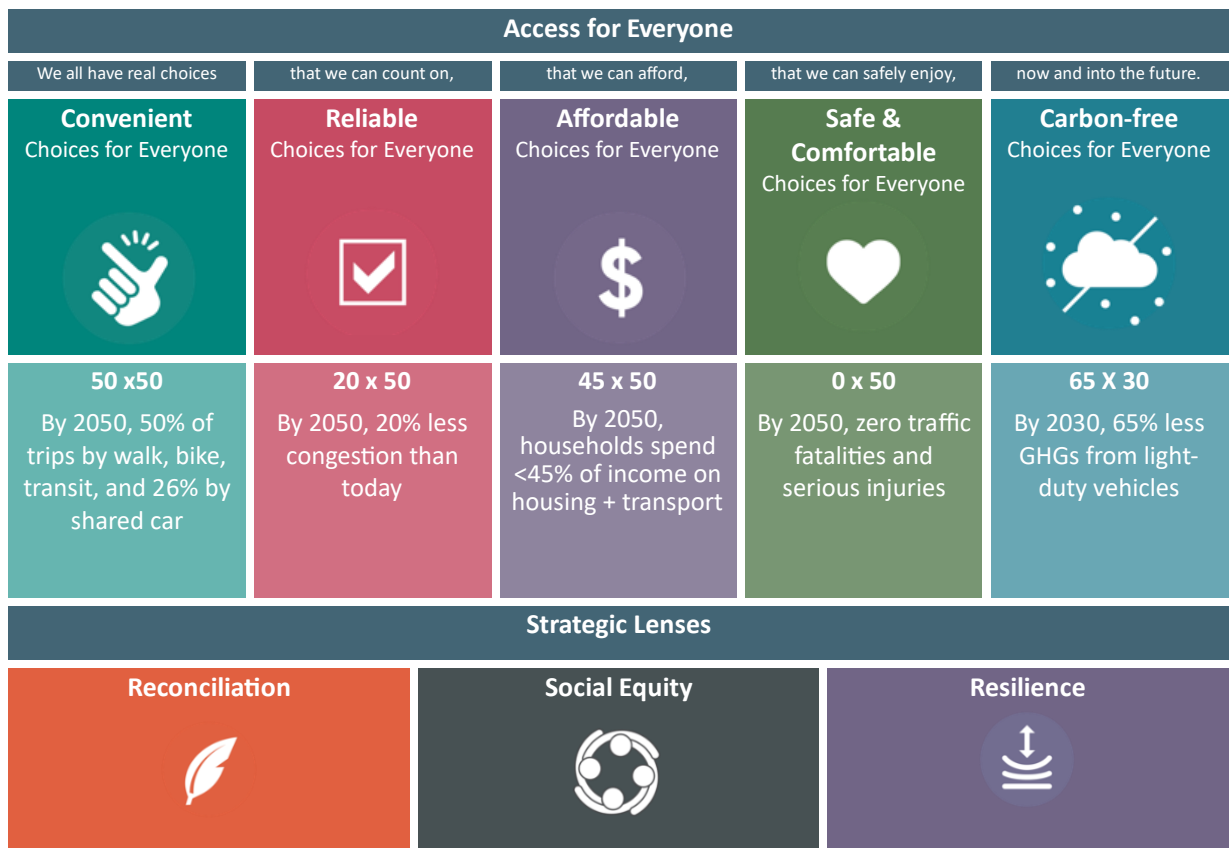
In January 2022, the Mayors' Council and TransLink Board of Directors approved *Transport 2050* - the region's 30-year transportation strategy.

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

Implementing *Transport 2050* would achieve real progress on that vision while meaningfully advancing reconciliation and improving social equity.



Figure 2. Transport 2050 vision and goals.



### Prioritizing the first 10 Years of *Transport 2050: Access for Everyone Plan*

Recognizing that the bold vision and ambitious targets set out in *Transport 2050* required immediate action on a scale unprecedented in our region’s history, the Mayors’ Council and TransLink Board approved in June 2022 a more detailed action plan to guide TransLink efforts for the decade ahead.

This [\*Access for Everyone Plan\*](#) (also referred to as *Transport 2050: 10-Year Priorities for TransLink*) outlines the critical transportation initiatives needed to make near-term progress on the pressing challenges of our time – the climate emergency, an affordability crisis, increasing traffic congestion, advancing reconciliation, and improving social equity. The *Access for Everyone Plan* includes:

- More than 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
- Many other critical and cost-effective investments

The *Access for Everyone Plan* is intended as a blueprint, to be funded and delivered through a series of multiple investment plans over the coming decade.



### A “bridging plan” towards the *Access for Everyone Plan*

While the region and the Government of BC continue to lay the groundwork for the *Access for Everyone Plan* – this *2024 Investment Plan* is designed to “bridge the gap” until those initiatives are ready to come forward in the next investment plan, anticipated in 2025. As a bridging plan, the focus of the *2024 Investment Plan* is to respond to urgent near-term needs resulting from surging population growth – providing some initial relief to the increasing overcrowding passengers are experiencing across the transit system.

This investment plan includes some initial increases in bus and rail service to address overcrowding and critical access needs to underserved neighbourhoods in the region. The plan also includes earlier SeaBus service on weekday mornings to serve jobs on the North Shore, and continued investments in walking, rolling, biking, roads, and bus priority measures across the region for one additional year (2025).

This plan also funds 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 these urgent near-term measures, in addition to efficiency and cost saving measures that TransLink is implementing and contributions from the Government of British Columbia, this plan includes increases to transit fares in 2025 and 2026 and a one-time temporary increase to property tax in 2024.

# Timeline of transportation investments for the region

## Delivering the 2014 Mayors' 10-Year Vision

### 2014: the Mayors' 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 and biking, the Broadway Subway Project, and new RapidBus lines.

## Responding to the COVID-19 Pandemic

### 2020-2021: All levels of government come together for the BC Safe Restart Agreement

Through the COVID-19 pandemic, the Governments of Canada and BC recognized that transit was essential for the region, providing \$676 million in temporary operating relief funding to maintain service in the region at pre-COVID levels. This funding also enabled TransLink to forego a fare increase in 2020, limit our annual fare increases in 2021-2024 to an average of 2.3 per cent, and implement free transit for kids 12 and younger.

## Realizing a new vision for regional transportation

### January 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.

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

In April 2022, TransLink received \$176 million in additional COVID-19 pandemic relief funding, enabling TransLink to continue to maintain much-needed transit service levels through the ongoing public health emergency.

**May 2022: 2022-2031 Investment Plan stabilizes TransLink's finances for three years**

In the *2022 Investment Plan*, TransLink re-aligned its short-term investment priorities to focus on financial stabilization following the COVID-19 pandemic. This plan also funded the delivery of the Surrey Langley SkyTrain and was supported by \$2.4 billion in capital funding from the Government of BC. In addition, the Government of BC provided a \$2 contribution to TransLink, settling the 2017 agreement with the agency regarding compensation for the removal of tolls charged on the Golden Ears Bridge. TransLink is utilizing this to fund capital assets and create an additional revenue stream through investment income.

**June 2022: Access for Everyone Plan adopted**

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**

In March 2023, TransLink received \$479 million from the Government of BC 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.

**Delivering the Access for Everyone Plan****2024-2025: All levels of government collaborate on a new funding model for regional transportation**

As a modest one-year bridging plan, the *2024 Investment Plan* aims to address immediate urgent service needs and gets started on some of the most critical near-term priorities, as outlined in this document. Meanwhile, all levels of government will continue to collaborate on solutions to return TransLink to long-term financial sustainability – including fixing TransLink's structural funding deficit and enabling the funding of the *Access for Everyone Plan*.

# Investments in the 2024 *Investment Plan*

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

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The *2024 Investment Plan* is focused on meeting some of the region's most urgent transit needs. This includes addressing off-peak bus overcrowding, extending the hours of operation on the SeaBus and select bus routes, introducing a previously committed local bus route, increasing service at peak times on the Canada Line, and delivering more convenient service for transit riders on evenings and weekends. The plan also funds bus speed and reliability measures and provides funding for local government walking, biking, rolling, and safer streets projects in 2025.

## Reducing overcrowding across the transit system

As a result of the COVID-19 pandemic, previously planned bus service expansion was put on hold, and service levels were generally held at pre-pandemic levels. As ridership has gradually recovered, service adjustments have been made to better meet ridership demand - primarily by reallocating hours from routes with some of the most frequent service to routes that were experiencing overcrowding. However, with our continued strong ridership recovery, these earlier service adjustments have resulted in a transit system that is now unable to keep up with the needs of the region. Many bus routes across the region are now experiencing overcrowding worse than levels experienced pre-pandemic (in 2019) and at all times of day.

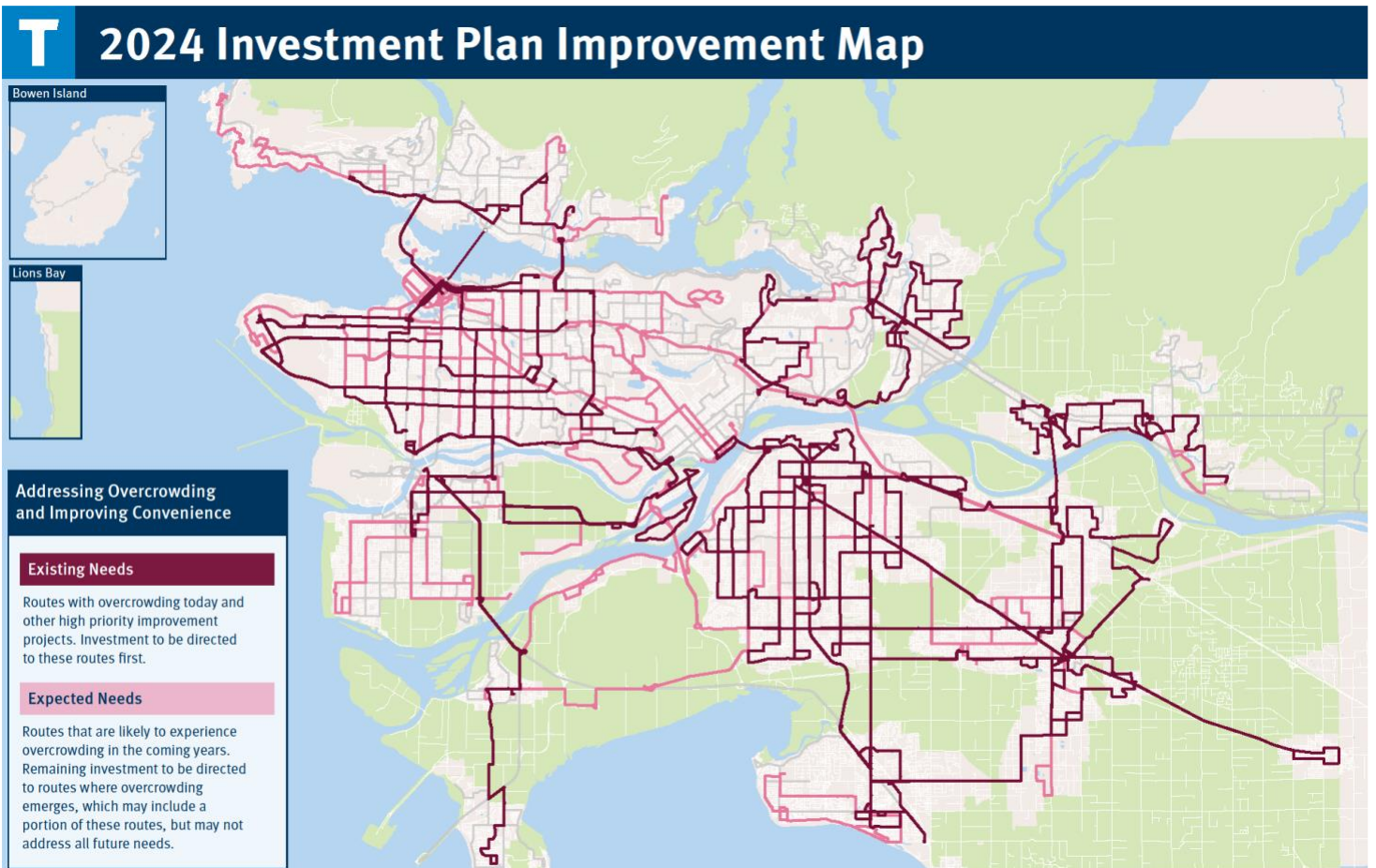
Overcrowding affects everyone on the system, with particularly acute impacts on people who are transit dependent, have accessibility needs or those who may need additional space to travel safely and comfortably.

The *2024 Investment Plan* will 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.

On the Canada Line, the frequency of the trains will be increased at peak times to address overcrowding, starting in 2025. On West Coast Express, additional cars will be added to provide needed capacity as demand grows.

Figure 3 outlines bus routes with existing overcrowding that the *2024 Investment Plan* will address. Investments 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 the region’s growth and all anticipated overcrowding in the future.

*Figure 3. 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* aims to make transit trips more convenient. This includes using the buses currently available to increase off-peak frequencies on 14 bus routes to reduce wait times, especially on weekends. The plan will also extend the hours of operation on 11 bus routes in the late evening and introduce service to East Fraser Heights in Surrey, a currently unserved neighbourhood, originally planned for implementation in 2020. HandyDART customers will also benefit from improved late evening service.

SeaBus service will begin 15 minutes earlier on weekday mornings, to make travelling to and from the North Shore more accessible. These existing needs are shown in Figure 3.

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, as previously funded in the *2022 Investment Plan*.

### Investing in infrastructure to prepare for the Access for Everyone Plan

This investment plan makes 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. TransLink is also pursuing opportunities for strategic land acquisition to enable the expansion of capacity at existing depots.

### Ongoing Access for Everyone Plan study development

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TransLink is also continuing to plan, design, and develop business cases for major projects that were identified in the *Access for Everyone Plan*. This includes the first three Bus Rapid Transit corridors, Burrard Inlet Rapid Transit Program, Burnaby Mountain Gondola, long-term SkyTrain capacity, and fleet and facilities plans. Future studies highlighted in the *Access for Everyone Plan* and *Transport 2050* include transit needs along the 41<sup>st</sup>/49<sup>th</sup> and Hastings corridors in Vancouver, assessment of potentially extending the Millennium Line to Port Coquitlam, and others. The Government of BC is leading, and TransLink is participating as a strategic partner, in the development of a business case to extend the Millennium Line to UBC.

TransLink's Business Case Framework ensures that projects are evaluated fairly and consistently, proven to cost-effectively contribute to regional objectives, and are financially and technically feasible, in advance of project approval and inclusion in a future investment plan.

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### **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 is a significant contributor to the structural funding 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 will 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 in 2025. This includes investment in bus priority infrastructure on specific high-delay corridors in Vancouver and Burnaby where the benefits can be realized quickly.

In addition, this plan funds significant additional service hours that are needed simply to allow TransLink to maintain current customer-facing transit service levels in the face of worsening traffic congestion. These additional hours will also help support our transition to a zero-emissions fleet while we optimize the location of charging infrastructure.

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

From 2017 to 2023, as part of the 10-Year Vision, 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 includes continued investments in walking, biking, rolling, and road safety infrastructure for another year – with nearly \$70 million of funding planned for 2025, in 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 build accessible sidewalks near transit stations and stops, expand walking and biking networks, and implement other road safety and structure improvements that provide seismic and climate resiliency. TransLink will collaborate with local governments to review and update cost-share programs and other support mechanisms to ensure we can effectively partner in delivering on the goals of the *Access for Everyone Plan*.



Figure 4. Investments in the 2024 Investment Plan.



# Outcomes

## Making progress on regional and provincial goals

The new investments included in the *2024 Investment Plan* outlined above are aligned with *Transport 2050* and the Metro Vancouver Regional District's *Metro 2050* to the extent possible given the financial constraints. While this plan is intended as a modest one-year “bridging plan” it nevertheless moves us in the right direction towards our *Transport 2050* goals for a transportation system that is:

- **Convenient:** Investing in new buses, more transit service, and Streets Programs make walking, biking, rolling, and taking transit more convenient by building out these networks.
- **Reliable:** Addressing overcrowding and implementing bus priority measures helps minimize pass-ups and the time buses and customers spend stuck in traffic.
- **Affordable:** Improving access to transit and active transportation networks, which are low-cost transportation options.
- **Safe & Comfortable:** Addressing overcrowding helps make taking the bus more comfortable, while investments in streets programs help address critical safety improvements for those walking, biking, and rolling across the region.
- **Carbon-free:** Investing in bus fleet expansion, transition to zero emission fleet, and more safe and comfortable walking, biking, and rolling infrastructure will make choosing low carbon transportation options easier for more people.

Likewise this *2024 Investment Plan* moves us modestly but in the right direction towards the goals of *Metro 2050* to:

- **Create a compact urban area:** by focusing on transit service improvements within the Urban Containment Boundary and between Urban Centres.
- **Support a sustainable economy:** by improving access and helping people and businesses connect to more economic opportunities.
- **Protect the environment, address climate change, and respond to natural hazards:** by continuing the transition to a zero-emissions bus fleet.
- **Provide diverse and affordable housing choices:** by making walking, cycling, and transit more convenient choices - allowing more households to forego owning a car or a second car which is a significant household expense.
- **Support sustainable transportation choices:** by making walking, cycling and transit more convenient choices.



With the Metro Vancouver region representing around 60 per cent of B.C.'s population and economy, the *2024 Investment Plan* also supports critical provincial objectives, including the Government of BC's commitments to housing affordability, climate action per the *CleanBC* Plan and to economic development per the *StrongerBC* Plan.

### Other Plans & Policies

In addition to the investments summarized above and the policy direction set out in *Transport 2050* and the *Access for Everyone Plan* - TransLink continues to advance a wide array of other initiatives that – while not necessarily requiring major investment dollars – are nevertheless critical to helping us reach our *Transport 2050* goals.

Such initiatives are described in further detail in other TransLink planning documents including:

- Area Transport Plans
- Project Partnership Agreements
- TransLink's Climate Action Strategy
- TransLink's Customer Experience Action Plan
- Regional Cycling Strategy
- Regional Goods Movement Strategy
- Regional Youth Travel Strategy
- TransLink's Equity, Diversity & Inclusion Framework
- TransLink's Indigenous Relations Framework
- Funding the *2024 Investment Plan*

# Funding the *2024 Investment Plan*

## How is TransLink funded?

TransLink's operations are predominantly funded through contributions from transit users (via transit fares); contributions from motor vehicle users (via a motor fuel tax and an off-street parking sales tax); and contributions from property owners (via a property tax, and a small levy on residential electricity).

TransLink also leverages commercial revenue opportunities to reduce the funding contributions required from transportation system users and property owners. TransLink receives commercial revenues from investment income, retail, advertising, commercial leasing, carbon credits and other similar measures. Later this decade, we anticipate beginning to receive distributions from our newly established real estate development program.

Capital funding is shared between all three levels of government, with contributions from the Governments of Canada and British Columbia. TransLink funds its regional share of capital projects through borrowing, a regional development cost charge for eligible projects, and the other revenue sources described above.

## 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 2024, we initiated an independent review to help enhance our operational efficiencies.

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 should result in new revenues within the next decade.

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## How is the *2024 Investment Plan* funded?

Recognizing the need to increase transit service and fund other critical programs as soon as possible, this investment plan includes modest increases to transit fares and property taxes. These are the legislatively authorized funding tools that can be enabled in 2024. Increases in these revenue sources will provide urgently needed additional service and keep TransLink financially stable through to the end of 2025. The subsequent investment plan will need to address the remaining structural funding deficit through additional revenues, to avoid significant reductions in service, programs and staffing.

## Transit Revenue

### *Transit fares*

Contributions from transit users, in the form of transit fares, make up TransLink's single largest source of revenue. While ridership has recovered to 90 per cent of pre-2020 levels, the COVID-19 pandemic has had a long-lasting impact, in terms of reduced ridership levels, changed ridership patterns, and cancelled or reduced fare increases from 2022-2024. Since the beginning of the pandemic, fare increases remained at or below the rate of inflation and were significantly lower than those envisioned in *2018 Investment Plan*.

The *2024 Investment Plan* includes 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 of 2 per cent annually, in line with the 2022 Investment Plan

Table A11 outlines fares for every fare product type over the plan period. TransLink anticipates a cumulative \$1,339.7 million in fare revenues in 2024-2025.

### *Carbon credits*

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

Future revenue associated with carbon credits is included in the plan. This carbon credit revenue comes primarily through continued investment in fleet electrification through the Low Carbon Fleet Strategy. TransLink estimates earning a cumulative \$9.6 million in carbon credit revenue during 2024-2025.

### *Commercial activities*

TransLink generates revenue from a variety of commercial activities, including from system advertising, property rentals, and park and ride lots. TransLink is exploring new opportunities to generate additional commercial revenues. TransLink estimates \$58.7 million in commercial revenues in 2024-2025.

## Property tax

The TransLink property tax consists of two parts:

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

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.

The *2024 Investment Plan* includes the following property tax revenues for 2024-2025:

- Consistent with the approved in *2022 Investment Plan*, a total annual increase to Standard Property tax revenue of 4.15 per cent per year over the amount collected in the previous year;
- A one-time increase of \$80 million to the total standard property tax collected for the **2024 year only** to fund the system's urgent transit needs; and
- Replacement tax revenues of \$18 million per year.

TransLink's property tax revenue also accounts for new development growth (new construction), as determined by BC Assessment Authority (Annual Development Growth (ADG)). ADG is an additional annual percentage increases to Standard Property Tax revenue. ADG quantifies the portion of the annual increase in assessed property value in Metro Vancouver resulting from new development and construction. This plan allows TransLink to assess property taxes based on an ADG of up to 4.5 per cent in 2025, up to 4.8 per cent in 2026, and up to 3.3 per cent for each of the years 2027-2033.

In total, TransLink anticipates \$1,142.7 million from Standard Property Tax and Replacement Tax revenues in 2024-2025.

## Motor fuel tax

Under the *Motor Fuel Tax Act*, TransLink receives a portion (18.5 cents per litre) of the tax assessed on clear gasoline and diesel fuel sold in Metro Vancouver. The *2024 Investment Plan* maintains the existing motor fuel tax rate for the duration of the plan. However, since the approval of the *2018 Investment Plan*, an increase in zero-emission and fuel-efficient vehicles is resulting in less fuel being sold in the Region and, correspondingly, less revenue flowing to TransLink. Motor fuel tax revenue is projected to be \$958 million lower, between 2026 and 2033, than what was projected in the *2018 Investment Plan*.

The *2024 Investment Plan* maintains the fuel tax rate at the statutory maximum 18.5 cents per litre. TransLink anticipates a cumulative \$769.9 million in motor fuel tax revenues in 2024-2025.

## Parking tax

TransLink collects a 24 per cent sales tax on off-street paid parking in Metro Vancouver, as outlined in the *SCBCTA Act*. This parking tax does not apply to residential or on-street parking.

The *2024 Investment Plan* maintains the existing parking sales tax rate for the duration of the plan. TransLink anticipates a cumulative \$180.4 million in parking sales tax revenue during 2024-2025.

## Levy on residential electricity

TransLink receives a \$1.90/month fee on all residential electricity customers in Metro Vancouver, a statutory maximum rate. The plan maintains the power levy at this statutory maximum rate for the duration of the plan. TransLink anticipates a cumulative \$47.0 million in power levy revenues in 2024-2025.

## Revenues recognized from government transfers

Revenues recognized from government transfers are estimated to be \$976.5 during the 2024-2025, including:

- **Revenue recognized from senior government capital contributions:** TransLink anticipates revenue of \$801.7 million from capital contributions from senior government during 2024-2025. Revenue from senior government capital funding is recognized over multiple years depending on agreements' terms. Related funding programs are outlined in more detail in the next section.
- **Canada Line Operations:** TransLink receives an operating contribution from the Government of British Columbia. TransLink anticipates \$38.4 million in provincial contributions for the Canada Line.
- **Golden Ears Bridge Toll Replacement Revenue:** TransLink expects to recognize \$136.4 million of revenue from amortization of Golden Ears Bridge forgone toll revenue replacement in 2024-2025. This is a non-cash accounting revenue recognition and these dollars are not available to fund operations.
- **Relief funding:** Previously unspent emergency relief funding from the Government of British Columbia will be applied in 2025 to help fund the priorities of *2024 Investment Plan* and address urgent transit needs.
- **Free Transit for 12 and Under Program:** as part of the emergency relief funding, Government of British Columbia provided funding for free transit for kids 12 and under until May 2025. The ongoing funding for this program is expected to be a part of the next investment plan.

## Revenue recoveries and other

TransLink anticipates a cumulative \$33.7 million in revenue recoveries and other revenues during 2024-2025. This includes recoveries for warranty work, revenue from adjacent development and gains or losses on capital assets disposals.

### Amortization of deferred concessionaire credit

TransLink amortizes contributions made by the Canada Line concessionaire to design and construct the Canada Line in exchange for the right to operate over the concession term. This is a non-cash accounting revenue recognition and these dollars are not available to fund operations. TransLink anticipates amortization of \$46.6 million from the deferred concessionaire credit during 2024-2025.

### Investment income

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

Unrestricted investment income is used to fund operations and augment other operating revenue streams. Unrestricted investment income is anticipated to be a cumulative \$186.7 million during 2024-2025. Included in this amount is approximately \$60 million average annual income earned on invested funds from upfront GEB settlement. In total, TransLink anticipates a cumulative \$279.8 million in investment income during 2024-2025.

## Capital Funding and Partner Government Contributions

The *2024 Investment Plan* includes capital funding from regional development cost charges and from federal, provincial, and regional funding programs. Partner governments contribute to TransLink's capital projects through a variety of funding programs, including the Investing in Canada Infrastructure Program, the Permanent Transit Fund, the Zero Emissions Transit Fund, and the Canada Community-Building Fund. These funds allow for the region to improve the transportation system at a substantially lower cost to local taxpayers.

### Provincial contribution

Provincial capital contributions are an important source of funding. This investment plan includes up to \$300 million in infrastructure contributions from the Government of BC that will support bus fleet and facilities to get ready for future service expansion, as committed to in the *Access for Everyone Plan*. These contributions will also support electrification of the bus fleet, as identified by TransLink's Climate Action Strategy. In addition to the \$300 million above and the matching funds identified in the programs below the plan assumes provincial government funding of up to \$767 million to support TransLink's capital program. See table A7c for a list of projects funded via these provincial contributions.



### **Investing in Infrastructure Program**

The Investing in Canada Infrastructure Program (ICIP) is a federal funding program that aims to strengthen communities and grow the economy by investing in expansion, rehabilitation, modernization, and optimization of public transit infrastructure. ICIP is administered through Bilateral Agreements with the provinces and territories. The plan includes federal project funding of \$654 million and provincial government funding of \$250 million. Total funding expected from the ICIP program between 2024 and 2029 is \$904 million.

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

### **Permanent Public Transit Fund**

The Government of Canada announced a new Permanent Public Transit Fund (PPTF) in February 2021, expected to deliver predictable and long-term funding to transit systems across Canada, starting in 2026. The details of this program, including the amounts allocated to each Province and eligibility criteria, have not yet been finalized. As was assumed in the 2022 Investment Plan, this plan assumes \$442 million of PPTF funding from the federal government and \$495 million from provincial government. Total funding cash flows expected by TransLink from this program in 2026-2033 is \$937 million. This estimate is based on TransLink's past experience with similar federal funding programs and projects expecting to meet the presumed eligibility criteria.

See Table A7b for a list of projects expected to be funded by the PPTF.

### **Zero Emissions Transit Fund**

The Government of Canada is funding public transit electrification through the Zero Emissions Transit Fund (ZETF) to reduce cost and implementation challenges associated with transition to zero-emissions vehicles. The plan assumes \$91 million in project funding from the Zero Emissions Transit Fund between 2024 and 2026. See Table A7d for a list of projects to be funded by the ZETF.

### **Canada Community-Building Fund**

The Government of Canada provides ongoing and sustained funding for local infrastructure through the Canada Community-Building Fund (CCBF) (formerly Federal Gas Tax Fund). This funding is essential to supporting local infrastructure across Canada, including for transit in Metro Vancouver. Capital allocations of the Canada Community-Building Fund for Metro Vancouver local governments is pooled into the Greater Vancouver Regional Fund (GVRF), which is used, in part, to support eligible regional transportation projects delivered by TransLink. This funding is administered by Metro Vancouver and approval from the Metro Vancouver Regional District Board is required to allocate the funding to eligible projects. The current CCBF agreement expires in 2024 and it is anticipated to be renewed based on similar terms. CCBF will primarily be used to advance TransLink's Low Carbon Fleet Strategy and is an essential funding source to help us meet GHG emission reduction targets.

This plan adds the previously planned bus replacements in 2027 (31 battery electric buses) to the list of projects that are expected to be funded from GVRF. These buses were previously planned as 2025 bus replacement funded from ZETF. However, due to infrastructure readiness delaying the timing of the replacement, they would no longer qualify for ZETF funding.

Total funding cash flows expected from GVRF in 2024-2033 by TransLink is \$2,145 million. See Table A7f for a list of projects to be funded by the GVRF.

### **Development cost charges**

Development cost charges (DCCs) are fees that real estate developers pay towards the capital costs of certain types of public infrastructure associated with growth. Because new development increases demand on public infrastructure, the purpose of DCCs is to ensure that a share of infrastructure costs is paid for by new development. TransLink's DCC is used to help pay for certain eligible public transit capital costs as shown in Appendix B. Local governments and other collection entities collect the DCCs from developers on behalf of TransLink when issuing approvals or permits for new development. The DCCs are collected throughout the entire Metro Vancouver transportation service region but are waived for certain types of affordable rental housing projects.

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

In total, TransLink anticipates \$452.7 million from DCC revenues in 2024-2033.

### **Real Estate Development and Investment Fund Distributions**

TransLink is advancing a real estate development framework to leverage our existing property assets and funds to generate non-fare, non-taxation revenue. This revenue will support transit investment, enhance the network and overall customer experience, and support the Regional Growth Strategy. The real estate development distributions in the plan come from the Real Estate Development and Investment Fund. While TransLink does not anticipate distributions from this fund in 2024-2025, there are distributions assumed in 2028-2033.

## Revolving Land Fund

TransLink applies proceeds from the sale of surplus property to the Revolving Land Fund. The Revolving Land Fund is a shared pool for proceeds, costs and equity associated with TransLink's real estate assets, and is used to fund future land acquisitions, real property improvements, development project costs, and other land-related costs required for operations and development. During 2024-2025, \$65 million of the Revolving Land Fund is expected to be utilized to acquire lands for capital projects.

## Established borrowing limit

TransLink previously had an established borrowing limit of \$6.8 billion. The *2024 Investment Plan* increases the amount TransLink may borrow by \$1.7 billion, to the revised borrowing limit of \$8.5 billion. This supports TransLink's ability to deliver the regional share of capital expenditures in this plan. In accordance with the *SCBCTA Act*, the Mayors' Council has consulted with the Metro Vancouver Board of Directors on this change to the borrowing limit. See Table A5 for the borrowing limit and gross direct borrowing by year, along with select financial policies.

# 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:

1. **Lower fare revenues than previously forecast** (\$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.
2. **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 Vancouver are electric, with the adoption rate increasing every year).
3. **Higher costs** (\$839 million between 2026 and 2033) due to rising inflation, labour, fuel, materials, and construction costs. Traffic congestion also contributes to higher costs (**\$411 million between 2026 and 2033 for additional actual and planned hours for 2022-2027**) as it requires TransLink to modify bus schedules and increase service hours to accommodate expected delays from traffic congestion in order to maintain the same customer facing service.

Contributions from senior government throughout the pandemic have helped the region maintain substantially pre-pandemic service levels and delay the impacts of this structural deficit. However, left unaddressed, the structural deficit will lead to significant reductions in service, programs and staffing beginning in 2026. 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 and new senior government capital funding support 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 *2024 Investment Plan* builds 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 mid-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.

# Consultation on the *2024 Investment Plan*

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

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

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

## What we did

During the development of the *2024 Investment Plan* in 2023 and 2024, TransLink met these statutory requirements for consultation by:

- Capturing public feedback through an online feedback form
- Developing a detailed Discussion Guide to facilitate the public's understanding of the *2024 Investment Plan*
- Translating key materials, including the information bulletin (news release), as well the 2-page Investment Plan Summary to the region's three most prevalent second languages: Traditional Chinese, Simplified Chinese, and Punjabi
- Hosting the feedback form, discussion guide, and related documents on the [engagetranslink.ca](https://engagetranslink.ca) online portal
- Providing a project phone line for those without internet access to both share their feedback and ask questions
- Providing a dedicated email inbox to receive comments [InvestmentPlan@translink.ca](mailto:InvestmentPlan@translink.ca)
- Issuing a Media Info Bulletin to promote engagement
- 36 key regional organizations that span post-secondary student unions, boards of trade/chambers of commerce, seniors networks, and newcomer organizations were sent information to distribute to their members
- Engaging by direct invitation the members of TransLink's Access Transit User Advisory Committee, and the HandyDART Users Advisory Committee
- Presenting the draft *2024 Investment Plan* to the Metro Vancouver Board on March 22, 2024

- Providing regular updates to the Regional Transportation Advisory Council, a forum for Metro Vancouver local governments and agencies with a transportation-related mandate
- Holding meetings on proposed investments and funding sources with the TransLink Board and Mayors’ Council on Regional Transportation

Throughout the development of the *2024 Investment Plan*, TransLink also consulted separately on specific projects, including the Burrard Peninsula Area Transport Plan, Steveston Exchange, Burnaby Mountain Gondola, and various transit service consultations, such as for Route 23.

Bus service improvements identified in this plan were developed based on where overcrowding is occurring and projected to occur, based on our data and customer input.

TransLink will continue to consult with the public through project development and implementation and through regular area planning updates.

### Who we heard from

During the two-week public engagement period March 22 to April 5, 2024, **3966 page views** were made on the project page on TransLink Listens.

Of these page visits, 1167 are considered **Aware** visitors who viewed at least one page, 772 are identified as **Informed** visitors who visited more than one page, and/or downloaded a document. We consider those visitors who provided feedback as **Engaged** visitors, who numbered 151.

We recorded the following engagement activity:

1 voicemail comment



11 email comments



151 feedback comments



3966 page views



849 document downloads



2 written submissions



In total, more than **165** individual feedback responses were received for the *2024 Investment Plan*.

Visitors to the web page downloaded a total of **849 documents**:

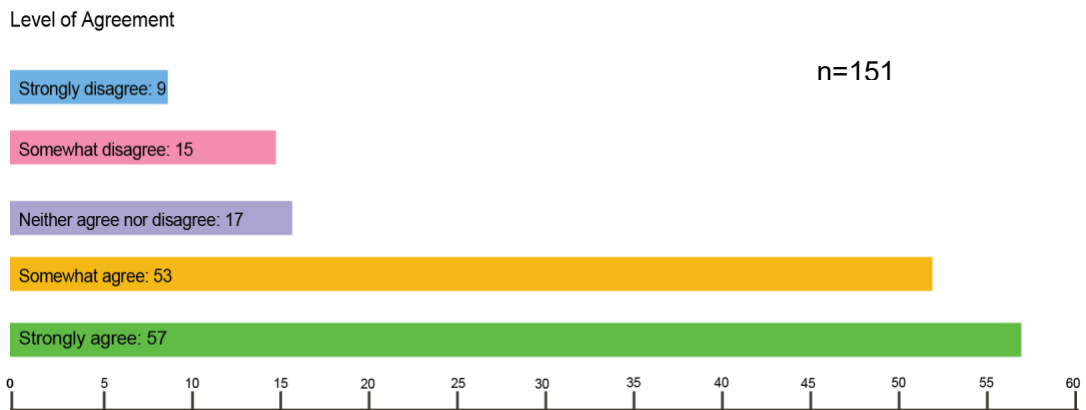
- The complete Discussion Guide was downloaded 718 times
- Discussion Guide 2-page summary (English) - 87 downloads
- Discussion Guide 2-page summary (Traditional Chinese) - 16 downloads
- Discussion Guide 2-page summary (Simplified Chinese) - 16 downloads
- Discussion Guide 2-page summary (Punjabi) - 12 downloads

### What We Heard

The feedback survey consisted of two questions, a Likert-scale question about the understandability of information presented in the plan, and an open-comment question allowing for written feedback.

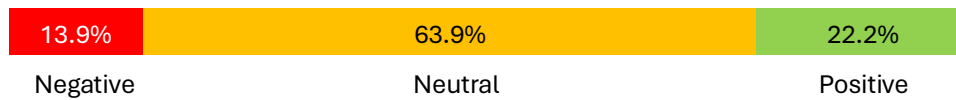
The majority (73%) of the 151 responses somewhat or strongly agreed that the information was presented in a way that was easily understood.

**Q1: The 2024 Investment Plan information is presented in a way that's easy to understand.**



Of the 151 respondents, 125 individuals provided feedback comments.

Most comments had a neutral sentiment (63.9%), followed by 22.2% of positive tone, and 13.9% carried a negative tone.



TransLink received two formal submissions from regional stakeholders. In brief:

- **HUB Cycling** supports TransLink's 2024 Investment Plan for its commitment to walking, biking, and road safety infrastructure, particularly the Access for Everyone Plan. They recommend increasing the Bicycle Infrastructure Capital Cost Sharing funding to \$25 million in 2025 to expedite the development of the region's bike network.

- The **Capilano Students' Union** supports TransLink's plan to invest in increased bus service, particularly on the 245 route serving Capilano University, to address overcrowding and long commute times for students. However, they express concern over the potential for fare increases to fund the plan and urge the provincial government to fully cover the costs to avoid burdening riders.

The top five repeated themes that emerged among feedback:

- Bus route specific suggestions (26 comments)
- Taxation sources (19 comments)
- Fare levels (18 comments)
- Alternative funding sources (18 comments)
- Bus service levels (16 comments)

Other recurrent themes included:

- The desire to include greater detail in the Investment Plan (12 comments)
- General concern over cumulative tax levels (10 comments)
- Bus span of service (9 comments)
- Support for bus priority measures (8 comments)
- The need for transit service to anticipate regional growth patterns (8 comments)

Finally, other topics raised in comments included:

- Regional traffic congestion
- Regional cycling infrastructure
- Accessibility of the system for persons living with disabilities
- HandyDART
- Overcrowding
- Addressing fare evasion
- SkyTrain frequency
- Revisiting the zone system vs. distance travelled
- Improved connections to the airport
- Improved linkages to Fraser Valley communities
- Improved connections to ferries
- Expanded off-peak service (bus & SkyTrain)
- Burnaby Mountain Gondola
- Efficiency of TransLink as an organization



# Appendices

## Financial Disclaimer

The following pages provide detailed financial summary of the investments and funding within the *2024 Investment Plan* to fulfill the requirements of the *South Coast British Columbia Transportation Authority Act*.

The purpose of the *2024 Investment Plan* is to deliver immediate incremental service improvements on the transit system to address overcrowding and other critical access needs. These investments will be funded with a one-time increase to property tax, as well as annual transit fare increases. The Plan is a stop gap measure to ensure TransLink can meet immediate customer needs. Previously committed and funded projects and programs will also continue until the end of 2025.

TransLink and the Government of British Columbia are continuing to work towards a sustainable funding solution for another Investment Plan anticipated in Spring 2025 to address TransLink's structural deficit that emerges in 2026.

By legislation, an investment plan must be funded and balanced for the 10-year plan period. The *2024 Investment Plan* does not identify all revenue sources that would be required to close the structural funding deficit over the 10-year period. To meet this legislative requirement, the financial schedules in Appendix A show significant transit service reductions beginning in 2026.

TransLink is seeking to avoid implementing these service reductions by resolving any remaining funding shortfall in collaboration with the Government of BC through new revenues enabled in the next Investment Plan in 2025.

The service reductions shown in these financial tables are intended as illustrative to convey the scale of the expenditure reductions required to achieve a balanced plan. In the event that TransLink is faced with the necessity of significant expenditure reductions in 2026, we would undertake a thorough review of all programs and initiatives and implement expenditure reductions in every area of the business in order to minimize the impact on customer-facing transit service to the extent possible.

Due to lower than required amounts of revenue, the net debt to annual operating revenues ratio exceeds the policy limit in 2026. Additional revenues generated through new sustainable revenue tools will be required in the next investment plan, and should these additional revenues not materialize, capital expenditures will have to be reduced in future years.

The plan includes \$1,795 million in funding from programs or commitments that have been accounted but are not yet active through agreements or called for applications. This includes the Government of Canada's Permanent Public Transit Fund, Zero Emission Transit Fund and provincial funding mainly for projects starting in 2027 onward. Should these new capital funding sources not materialize, \$2,210 million in state of good repair, upgrades, and low carbon fleet projects would need to be deferred.

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

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

<b>A1: CONSOLIDATED STATEMENT OF FINANCIAL POSITION</b> <i>(in thousands of dollars)</i>										
At December 31	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
<b>FINANCIAL ASSETS</b>										
Cash and investments <sup>(1)</sup>	539,332	458,857	334,962	325,882	306,544	253,587	325,163	387,098	416,753	443,398
Accounts receivable	601,256	203,778	180,068	186,164	192,740	200,519	207,103	213,687	220,569	228,030
Restricted cash and investments	3,231,270	2,943,972	2,955,832	2,954,510	3,192,119	3,381,310	3,580,375	3,916,635	4,559,420	5,252,368
Debt reserve deposits	22,126	20,797	11,545	7,441	5,948	3,632	3,686	3,742	3,798	3,855
<b>Financial Assets Total</b>	<b>4,393,984</b>	<b>3,627,404</b>	<b>3,482,407</b>	<b>3,473,997</b>	<b>3,697,351</b>	<b>3,839,048</b>	<b>4,116,327</b>	<b>4,521,162</b>	<b>5,200,540</b>	<b>5,927,651</b>
<b>LIABILITIES</b>										
Accounts payable and accrued liabilities	431,993	458,776	317,282	305,316	275,857	211,400	175,026	238,094	275,782	282,655
Debt	4,084,342	4,738,729	5,714,258	6,437,693	7,090,133	7,545,012	7,383,980	7,465,538	7,581,212	7,692,032
Deferred government transfers <sup>(2)</sup>	3,740,880	3,891,951	3,735,723	3,441,345	3,234,935	2,923,154	2,752,776	2,517,103	2,604,003	2,763,494
Golden Ears Bridge contractor liability	964,547	942,742	917,744	889,295	857,132	820,995	780,569	735,511	685,479	630,105
Deferred concessionaire credit	362,744	339,471	316,198	292,925	269,588	246,314	223,041	199,768	176,431	153,157
Employee future benefits	144,262	151,258	159,750	169,794	181,561	194,643	208,504	223,325	239,033	255,695
Deferred revenue and deposits	90,003	88,168	77,909	80,547	83,392	86,758	89,607	92,455	95,433	98,661
Deferred lease inducements	11,765	11,072	10,276	9,313	7,803	6,104	4,276	2,315	260	0
<b>Liabilities Total</b>	<b>9,830,536</b>	<b>10,622,167</b>	<b>11,249,140</b>	<b>11,626,228</b>	<b>12,000,401</b>	<b>12,034,380</b>	<b>11,617,779</b>	<b>11,474,109</b>	<b>11,657,633</b>	<b>11,875,799</b>
<b>Net debt</b>	<b>(5,436,552)</b>	<b>(6,994,763)</b>	<b>(7,766,733)</b>	<b>(8,152,231)</b>	<b>(8,303,050)</b>	<b>(8,195,332)</b>	<b>(7,501,452)</b>	<b>(6,952,947)</b>	<b>(6,457,093)</b>	<b>(5,948,148)</b>
<b>NON-FINANCIAL ASSETS</b>										
Tangible capital assets	7,830,393	9,136,436	10,024,253	10,819,922	11,021,039	11,113,805	10,762,024	10,338,548	9,941,083	9,601,757
Supplies inventory	140,202	160,244	175,742	191,069	200,096	208,373	211,642	214,429	217,342	220,794
Property under development	79,467	113,117	247,542	291,836	323,325	328,918	221,210	194,003	185,145	175,288
Prepaid capital	30,745	30,745	30,745	30,745	30,745	30,745	30,745	30,745	30,745	30,745
Prepaid expenses	30,144	32,013	22,140	24,712	24,258	21,084	23,342	22,507	23,995	24,474
<b>Non-Financial Assets Total</b>	<b>8,110,951</b>	<b>9,472,555</b>	<b>10,500,422</b>	<b>11,358,284</b>	<b>11,599,463</b>	<b>11,702,925</b>	<b>11,248,963</b>	<b>10,800,232</b>	<b>10,398,310</b>	<b>10,053,058</b>
<b>Accumulated surplus</b>	<b>2,674,399</b>	<b>2,477,792</b>	<b>2,733,689</b>	<b>3,206,053</b>	<b>3,296,413</b>	<b>3,507,593</b>	<b>3,747,511</b>	<b>3,847,285</b>	<b>3,941,217</b>	<b>4,104,910</b>

- (1) Cash and investments equals Accumulated Funding Resources (AFR)  
(2) Reflects restructuring of the GEB Toll Replacement Agreement on March 31, 2022.

2024 INVESTMENT PLAN

<b>A2: CONSOLIDATED STATEMENT OF OPERATIONS</b> <i>(in thousands of dollars)</i>											
For the year ended Dec 31	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2024 to 2033
<b>REVENUE</b>											
<b>Taxation</b>	<b>1,096,173</b>	<b>1,043,819</b>	<b>1,081,041</b>	<b>1,113,114</b>	<b>1,147,002</b>	<b>1,182,720</b>	<b>1,219,257</b>	<b>1,256,260</b>	<b>1,296,298</b>	<b>1,338,974</b>	<b>11,774,658</b>
Fuel tax	389,469	380,410	380,422	373,444	365,885	357,607	347,444	336,460	325,502	313,980	3,570,623
Property tax	577,302	529,378	563,523	599,868	638,561	679,748	723,592	770,264	819,946	872,832	6,775,014
Standard Property Tax: Previous Year + 4.15%	482,568	517,940	551,347	586,907	624,764	665,061	707,958	753,621	802,230	853,973	6,546,370
Standard Property Tax: Additional <sup>1</sup>	94,734	11,438	12,176	12,961	13,797	14,687	15,634	16,643	17,716	18,859	228,644
Replacement tax	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	180,000
Parking Rights	88,039	92,376	95,147	97,559	100,021	102,536	105,102	106,131	107,159	108,187	1,002,257
Hydro levy	23,363	23,655	23,949	24,243	24,535	24,829	25,119	25,405	25,691	25,975	246,764
<b>Transit</b>	<b>690,098</b>	<b>723,016</b>	<b>471,587</b>	<b>493,786</b>	<b>518,484</b>	<b>552,186</b>	<b>574,291</b>	<b>595,927</b>	<b>617,200</b>	<b>641,036</b>	<b>5,877,611</b>
Fares	654,449	685,298	424,559	449,758	464,599	487,848	509,162	528,197	546,732	567,004	5,317,606
Other transit	35,649	37,718	47,028	44,028	53,885	64,338	65,129	67,730	70,468	74,032	560,005
Government transfers - Capital	483,034	318,695	353,549	570,507	268,914	355,124	257,703	263,332	238,335	247,544	3,356,737
Government transfers - Canada Line Operating fund	19,216	19,216	19,216	19,216	19,216	19,216	20,694	19,216	19,216	19,216	193,638
Government transfers - amortization of GEB toll revenue replacement	67,874	68,491	69,116	69,751	70,395	71,048	71,711	72,382	73,064	73,755	707,587
Amortization of deferred concessionaire credit	23,337	23,273	23,273	23,273	23,337	23,273	23,273	23,273	23,337	23,273	232,922
Investment income - Restricted	46,019	47,084	47,460	47,701	45,123	46,048	51,797	54,332	62,969	71,976	520,509
Investment income - Unrestricted	102,961	83,540	68,321	66,856	69,044	69,656	70,192	75,001	77,822	80,131	763,524
Development cost charges	77,967	38,384	39,164	39,962	40,765	41,584	42,424	43,268	44,133	45,016	452,667
Miscellaneous Income	16,644	17,092	14,106	107,252	129,404	172,450	265,084	164,440	135,009	135,166	1,156,647
<b>Sub Total Continuing Operations Revenue</b>	<b>2,623,323</b>	<b>2,382,610</b>	<b>2,186,833</b>	<b>2,551,418</b>	<b>2,331,684</b>	<b>2,533,305</b>	<b>2,596,426</b>	<b>2,567,431</b>	<b>2,587,383</b>	<b>2,676,087</b>	<b>25,036,500</b>
Gain (loss) on disposal	(3,271)	(3,271)	(3,271)	(3,271)	(271)	(271)	(271)	(271)	(271)	(271)	(14,710)
<b>Total Revenue (PSAB)</b>	<b>2,620,052</b>	<b>2,379,339</b>	<b>2,183,562</b>	<b>2,548,147</b>	<b>2,331,413</b>	<b>2,533,034</b>	<b>2,596,155</b>	<b>2,567,160</b>	<b>2,587,112</b>	<b>2,675,816</b>	<b>25,021,790</b>
<b>EXPENDITURES</b>											
Bus	940,809	1,053,165	502,322	510,607	516,198	525,852	534,324	545,830	558,569	575,386	6,263,062
Corporate	284,971	305,339	158,699	165,064	170,287	176,000	183,010	188,640	196,138	202,083	2,030,231
Rail	431,494	452,959	461,106	482,101	530,812	583,936	599,477	613,410	630,979	643,984	5,430,258
Roads and bridges	160,757	145,744	138,124	140,923	140,232	99,837	58,723	50,543	51,898	53,290	1,040,071
Transit Police	54,392	59,768	61,939	64,922	67,020	68,499	69,851	71,248	72,674	74,130	664,443
Amortization of tangible capital assets	244,950	284,612	342,143	420,802	515,351	564,130	611,224	644,690	628,637	613,285	4,869,824
Interest	205,104	199,319	211,463	227,874	248,442	280,175	282,850	337,300	338,409	339,911	2,670,847
<b>Sub Total Continuing Operations Expenditures</b>	<b>2,322,477</b>	<b>2,500,906</b>	<b>1,875,796</b>	<b>2,012,293</b>	<b>2,188,342</b>	<b>2,298,429</b>	<b>2,339,459</b>	<b>2,451,661</b>	<b>2,477,304</b>	<b>2,502,069</b>	<b>22,968,736</b>
Corporate - onetime expenditures	55,930	75,040	51,869	63,490	52,711	23,425	16,778	15,725	15,876	10,054	380,898
<b>Total Expenditures (PSAB)</b>	<b>2,378,407</b>	<b>2,575,946</b>	<b>1,927,665</b>	<b>2,075,783</b>	<b>2,241,053</b>	<b>2,321,854</b>	<b>2,356,237</b>	<b>2,467,386</b>	<b>2,493,180</b>	<b>2,512,123</b>	<b>23,349,634</b>
<b>Surplus (Deficit) for the period (PSAB)</b>	<b>241,645</b>	<b>(196,607)</b>	<b>255,897</b>	<b>472,364</b>	<b>90,360</b>	<b>211,180</b>	<b>239,918</b>	<b>99,774</b>	<b>93,932</b>	<b>163,693</b>	<b>1,672,156</b>
<b>Accumulated Surplus, beginning of the year</b>	<b>2,432,754</b>	<b>2,674,399</b>	<b>2,477,792</b>	<b>2,733,689</b>	<b>3,206,053</b>	<b>3,296,413</b>	<b>3,507,593</b>	<b>3,747,511</b>	<b>3,847,285</b>	<b>3,941,217</b>	
<b>Accumulated Surplus, end of the year</b>	<b>2,674,399</b>	<b>2,477,792</b>	<b>2,733,689</b>	<b>3,206,053</b>	<b>3,296,413</b>	<b>3,507,593</b>	<b>3,747,511</b>	<b>3,847,285</b>	<b>3,941,217</b>	<b>4,104,910</b>	

1 While this plan allows TransLink to assess property taxes based on an ADG of up to 4.5% in 2025, 4.8% in 2026 and 3.3% for 2027 onward, these tables use 2.3% for 2025 onward to be more conservative.

<b>A3: CONSOLIDATED STATEMENT OF CHANGES IN NET DEBT</b> <i>(in thousands of dollars)</i>										
At December 31	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
<b>Surplus</b>	<b>241,645</b>	<b>(196,607)</b>	<b>255,897</b>	<b>472,364</b>	<b>90,360</b>	<b>211,180</b>	<b>239,918</b>	<b>99,774</b>	<b>93,932</b>	<b>163,693</b>
Acquisition of Tangible Capital Assets	(1,933,456)	(1,590,655)	(1,229,960)	(1,216,470)	(716,468)	(656,896)	(259,443)	(221,214)	(231,172)	(273,959)
Amortization of Tangible Capital Assets	244,950	284,612	342,143	420,802	515,351	564,130	611,224	644,690	628,637	613,285
	<b>(1,688,506)</b>	<b>(1,306,043)</b>	<b>(887,817)</b>	<b>(795,668)</b>	<b>(201,117)</b>	<b>(92,766)</b>	<b>351,781</b>	<b>423,476</b>	<b>397,465</b>	<b>339,326</b>
Change in supplies inventory	(70,958)	(53,692)	(149,922)	(59,622)	(40,516)	(13,869)	104,439	24,420	5,945	6,406
Change in prepaid expenses	636	(1,869)	9,873	(2,573)	455	3,173	(2,258)	835	(1,487)	(480)
	<b>(70,322)</b>	<b>(55,561)</b>	<b>(140,049)</b>	<b>(62,195)</b>	<b>(40,061)</b>	<b>(10,696)</b>	<b>102,181</b>	<b>25,255</b>	<b>4,458</b>	<b>5,926</b>
<b>(Increase) Decrease in Net debt</b>	<b>(1,517,183)</b>	<b>(1,558,211)</b>	<b>(771,969)</b>	<b>(385,499)</b>	<b>(150,818)</b>	<b>107,718</b>	<b>693,880</b>	<b>548,505</b>	<b>495,855</b>	<b>508,945</b>
Net debt, beginning of year	(3,919,370)	(5,436,553)	(6,994,764)	(7,766,733)	(8,152,232)	(8,303,050)	(8,195,332)	(7,501,452)	(6,952,947)	(6,457,092)
<b>Net debt, end of year</b>	<b>(5,436,553)</b>	<b>(6,994,764)</b>	<b>(7,766,733)</b>	<b>(8,152,232)</b>	<b>(8,303,050)</b>	<b>(8,195,332)</b>	<b>(7,501,452)</b>	<b>(6,952,947)</b>	<b>(6,457,092)</b>	<b>(5,948,147)</b>

<b>A4: CONSOLIDATED STATEMENT OF CASH FLOWS</b> <i>(in thousands of dollars)</i>											
Cash provided by (used for):	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2024 to 2033
<b>OPERATING TRANSACTIONS</b>											
Surplus (deficit) for the year	<b>241,645</b>	<b>(196,607)</b>	<b>255,897</b>	<b>472,364</b>	<b>90,360</b>	<b>211,180</b>	<b>239,918</b>	<b>99,774</b>	<b>93,932</b>	<b>163,693</b>	<b>1,672,156</b>
Non-cash changes to operations	(339,606)	(153,401)	(128,357)	(262,463)	139,771	107,317	253,080	279,865	287,856	264,100	448,162
Changes in non-cash operating working capital	(87,881)	373,861	(259,601)	(67,574)	(61,485)	(66,484)	75,932	99,408	53,950	25,228	85,354
<b>Cash provided by (used for) operating transactions</b>	<b>(185,842)</b>	<b>23,853</b>	<b>(132,061)</b>	<b>142,327</b>	<b>168,646</b>	<b>252,013</b>	<b>568,930</b>	<b>479,047</b>	<b>435,738</b>	<b>453,021</b>	<b>2,205,672</b>
<b>CAPITAL TRANSACTIONS</b>											
Purchase of tangible capital assets	(1,933,456)	(1,590,655)	(1,229,960)	(1,216,470)	(716,468)	(656,896)	(259,443)	(221,214)	(231,172)	(273,959)	(8,329,693)
	<b>(1,933,456)</b>	<b>(1,590,655)</b>	<b>(1,229,960)</b>	<b>(1,216,470)</b>	<b>(716,468)</b>	<b>(656,896)</b>	<b>(259,443)</b>	<b>(221,214)</b>	<b>(231,172)</b>	<b>(273,959)</b>	<b>(8,329,693)</b>
<b>INVESTING TRANSACTIONS</b>											
Decrease (increase) in restricted cash and cash equivalents and investments	798,943	312,298	75,140	99,622	(177,009)	(172,891)	(288,166)	(351,860)	(642,785)	(692,947)	(1,039,655)
Decrease (increase) in debt reserve deposits	2,374	1,329	9,253	4,104	1,493	2,316	(54)	(55)	(56)	(57)	20,647
	<b>801,317</b>	<b>313,627</b>	<b>84,393</b>	<b>103,726</b>	<b>(175,516)</b>	<b>(170,575)</b>	<b>(288,220)</b>	<b>(351,915)</b>	<b>(642,841)</b>	<b>(693,004)</b>	<b>(1,019,008)</b>
<b>FINANCING TRANSACTIONS</b>											
Debt proceeds	718,261	819,409	942,513	713,848	613,442	451,066	133,481	102,817	121,446	116,955	4,733,238
Repayments of debt	(35,257)	(163,161)	(30,220)	(69,942)	(10,178)	(6,820)	(201,783)	(1,783)	(1,783)	(1,783)	(522,710)
Repayment of Golden Ears Bridge contractor liability	(18,857)	(21,805)	(24,997)	(28,449)	(32,163)	(36,137)	(40,425)	(45,058)	(50,032)	(55,374)	(353,297)
Government transfers received for tangible capital additions	521,904	538,257	266,437	345,880	132,899	114,392	159,036	100,041	398,299	480,789	3,057,934
	<b>1,186,051</b>	<b>1,172,700</b>	<b>1,153,733</b>	<b>961,337</b>	<b>704,000</b>	<b>522,501</b>	<b>50,309</b>	<b>156,017</b>	<b>467,930</b>	<b>540,587</b>	<b>6,915,165</b>
<b>Increase/(decrease) in cash and investments</b>	<b>(131,930)</b>	<b>(80,475)</b>	<b>(123,895)</b>	<b>(9,080)</b>	<b>(19,338)</b>	<b>(52,957)</b>	<b>71,576</b>	<b>61,935</b>	<b>29,655</b>	<b>26,645</b>	<b>(227,864)</b>
<b>Cash and investments, beginning of period</b>	<b>671,262</b>	<b>539,332</b>	<b>458,857</b>	<b>334,962</b>	<b>325,882</b>	<b>306,544</b>	<b>253,587</b>	<b>325,163</b>	<b>387,098</b>	<b>416,753</b>	
<b>Cash and investments, end of period</b>	<b>539,332</b>	<b>458,857</b>	<b>334,962</b>	<b>325,882</b>	<b>306,544</b>	<b>253,587</b>	<b>325,163</b>	<b>387,098</b>	<b>416,753</b>	<b>443,398</b>	

**A5: PROJECTED BORROWING COMPARED TO BORROWING LIMIT AND SELECT FINANCIAL RATIOS**

*(in millions of dollars, unless otherwise noted)*

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
<b>Established Borrowing Limit - Gross Direct Debt</b>	<b>8,500</b>	<b>8,500</b>	<b>8,500</b>	<b>8,500</b>	<b>8,500</b>	<b>8,500</b>	<b>8,500</b>	<b>8,500</b>	<b>8,500</b>	<b>8,500</b>
Gross Direct Debt	4,742	5,453	6,203	6,705	7,279	7,596	7,441	7,528	7,649	7,766
Net Debt <sup>(1)</sup>	4,654	5,259	6,031	6,554	6,923	7,062	6,757	6,491	6,241	5,968
Net Debt / Annual Operating Revenues (%) (< 300%)	248%	283%	367%	366%	369%	355%	315%	309%	293%	271%
Gross Interest / Operating Revenues (%) (< 20%)	10.9%	10.7%	12.9%	12.7%	13.2%	14.1%	13.2%	16.1%	15.9%	15.5%
Net Debt per capita (\$/capita) <sup>(4)</sup> (< 3,500)	1,613.1	1,794.0	2,025.4	2,167.6	2,254.8	2,266.0	2,136.7	2,023.0	1,917.8	1,808.5
Accumulated Funding Resources (AFR) <sup>(2)</sup>	539.3	458.9	335.0	325.9	306.5	253.6	325.2	387.1	416.8	443.4
AFR as a percentage of Total Funding Requirements (%) <sup>(3)</sup>	25.2%	19.4%	18.7%	18.1%	16.1%	12.4%	15.7%	18.9%	19.7%	20.3%
Minimum AFR required to meet Policy (%)	15.0%	15.0%	15.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%
Minimum AFR required to meet Policy (\$)	321.5	353.9	268.3	216.3	227.8	245.3	248.9	245.4	253.4	262.0
Excess/(shortfall) from minimum	217.9	104.9	66.7	109.6	78.7	8.2	76.3	141.7	163.3	181.4
Accumulated Funding Resources Year-over-Year Change	(131.9)	(80.5)	(123.9)	(9.1)	(19.3)	(53.0)	71.6	61.9	29.7	26.6

- (1) Includes TransLink's Direct Debt, net of sinking funds and debt reserve deposits
- (2) AFR = Unrestricted Cash & Short Term Investments
- (3) Funding Requirements = Total Expenses + Debt Service costs (excluding Depreciation and Capital funding to Municipalities)
- (4) Includes all Direct and Indirect Debt

2024 INVESTMENT PLAN

<b>A6: CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS WITH FUNDING</b> <i>(in thousands of dollars)</i>											
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
<b>BUS</b>											
Equipment	15,093	28,425	17,515	5,873	8,403	-	-	-	-	-	75,309
Facilities	24,756	8,245	13,015	-	-	-	-	-	-	-	46,016
Infrastructure	373,368	290,299	181,518	87,072	64,812	53,183	57,138	62,507	68,244	66,688	1,304,829
Technology	44,421	27,766	28,427	53,597	27,306	-	-	-	-	-	181,517
Vehicles	194,016	324,973	475,986	547,238	197,413	278,733	128,242	126,993	127,348	168,170	2,569,112
	<b>651,654</b>	<b>679,708</b>	<b>716,461</b>	<b>693,780</b>	<b>297,934</b>	<b>331,916</b>	<b>185,380</b>	<b>189,500</b>	<b>195,592</b>	<b>234,858</b>	<b>4,176,783</b>
<b>RAIL</b>											
Equipment	50,707	35,698	17,396	12,963	6,238	3,962	3,737	3,446	4,101	4,183	142,431
Facilities	159,338	141,577	55,637	24,056	-	-	-	-	-	-	380,608
Infrastructure	583,341	370,311	456,266	371,013	404,322	302,179	37,938	53,005	76,174	75,920	2,730,469
Technology	36,253	90,361	116,594	136,875	115,170	87,473	89,018	40,373	19,148	21,459	752,724
Vehicles	171,786	349,424	213,939	302,115	194,623	13,383	5,779	1,137	1,233	68,951	1,322,370
	<b>1,001,425</b>	<b>987,371</b>	<b>859,832</b>	<b>847,022</b>	<b>720,353</b>	<b>406,997</b>	<b>136,472</b>	<b>97,961</b>	<b>100,656</b>	<b>170,513</b>	<b>5,328,602</b>
<b>CORPORATE</b>											
Equipment	351	64	260	265	271	276	282	287	293	314	2,663
Facilities	56,382	124,687	15,349	37,992	102,008	65,508	-	-	-	-	401,926
Infrastructure	231,357	11,659	24,291	51,757	24,752	6,655	-	-	-	-	350,471
Technology	42,175	46,367	44,769	38,609	35,571	33,268	31,382	33,693	29,775	27,965	363,574
Vehicles	3,758	859	718	1,055	341	377	2,069	3,407	1,999	816	15,399
	<b>334,023</b>	<b>183,636</b>	<b>85,387</b>	<b>129,678</b>	<b>162,943</b>	<b>106,084</b>	<b>33,733</b>	<b>37,387</b>	<b>32,067</b>	<b>29,095</b>	<b>1,134,033</b>
<b>TL OWNED ROADS AND BRIDGES</b>											
Cycling	12,896	3,263	2,252	1,442	3,240	1,195	1,219	1,243	1,268	1,294	29,312
Bridges	12,878	0	0	0	0	0	0	0	0	0	12,878
	<b>25,774</b>	<b>3,263</b>	<b>2,252</b>	<b>1,442</b>	<b>3,240</b>	<b>1,195</b>	<b>1,219</b>	<b>1,243</b>	<b>1,268</b>	<b>1,294</b>	<b>42,190</b>
<b>Total Capital Expenditures</b>	<b>2,012,876</b>	<b>1,853,978</b>	<b>1,663,932</b>	<b>1,671,922</b>	<b>1,184,470</b>	<b>846,192</b>	<b>356,804</b>	<b>326,091</b>	<b>329,583</b>	<b>435,760</b>	<b>10,681,608</b>
<b>MUNICIPAL OWNED WALKING AND CYCLING</b>											
Walking	5,914	6,683	5,547	6,842	6,913	4,040	0	0	0	0	35,939
Regional Cycling	16,676	15,590	26,184	20,877	22,729	12,865	1,816	1,852	1,889	1,927	122,405
	<b>22,590</b>	<b>22,273</b>	<b>31,731</b>	<b>27,719</b>	<b>29,642</b>	<b>16,905</b>	<b>1,816</b>	<b>1,852</b>	<b>1,889</b>	<b>1,927</b>	<b>158,344</b>
<b>MUNICIPAL OWNED ROADS</b>											
MRN Pavement Rehab	27,021	27,678	28,151	29,269	29,877	31,078	32,018	32,985	33,980	35,006	307,063
MRN Upgrade	35,702	28,551	38,108	31,495	34,024	18,399	9,500	0	0	0	195,779
MRN Seismic	18,220	13,123	21,796	29,770	19,327	11,992	0	0	0	0	114,228
	<b>80,943</b>	<b>69,352</b>	<b>88,055</b>	<b>90,534</b>	<b>83,228</b>	<b>61,469</b>	<b>41,518</b>	<b>32,985</b>	<b>33,980</b>	<b>35,006</b>	<b>617,070</b>
<b>Total Infrastructure Contributions</b>	<b>103,533</b>	<b>91,625</b>	<b>119,786</b>	<b>118,253</b>	<b>112,870</b>	<b>78,374</b>	<b>43,334</b>	<b>34,837</b>	<b>35,869</b>	<b>36,933</b>	<b>775,414</b>
<b>Total Capital Expenditures and Infrastructure Contributions</b>	<b>2,116,409</b>	<b>1,945,603</b>	<b>1,783,718</b>	<b>1,790,175</b>	<b>1,297,340</b>	<b>924,566</b>	<b>400,138</b>	<b>360,928</b>	<b>365,452</b>	<b>472,693</b>	<b>11,457,022</b>



<b>A6 continued: CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS WITH FUNDING</b> <i>(in thousands of dollars)</i>											
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
<b>FEDERAL</b>											
Investing in Canada Infrastructure Program (ICIP)	(267,698)	(229,775)	(77,178)	(76,089)	(3,495)	-	-	-	-	-	(654,235)
Permanent Transit Fund (PTF)	-	-	(37,268)	(79,587)	(93,633)	(40,209)	(35,411)	(37,304)	(46,416)	(72,112)	(441,940)
Zero Emissions Transit Fund (ZETF)	(31,769)	(40,155)	(18,846)	-	-	-	-	-	-	-	(90,770)
	<b>(299,467)</b>	<b>(269,930)</b>	<b>(133,292)</b>	<b>(155,676)</b>	<b>(97,128)</b>	<b>(40,209)</b>	<b>(35,411)</b>	<b>(37,304)</b>	<b>(46,416)</b>	<b>(72,112)</b>	<b>(1,186,945)</b>
<b>PROVINCIAL</b>											
Investing in Canada Infrastructure Program (ICIP)	(2,555)	(36,218)	(16,221)	(39,045)	(101,558)	(54,024)	-	-	-	-	(249,621)
Permanent Transit Fund (PTF)	-	-	(42,228)	(89,880)	(109,541)	(38,156)	(36,652)	(39,534)	(50,497)	(88,660)	(495,148)
Broadway Subway Project - Support Agreement (BSP-SA)	(13,177)	(32,673)	(17,781)	-	-	-	-	-	-	-	(63,631)
Province Only Funding (POF)	-	(181,174)	(315,936)	(249,814)	(159,741)	(58,277)	(35,074)	(38,988)	(14,250)	(13,559)	(1,066,813)
	<b>(15,732)</b>	<b>(250,065)</b>	<b>(392,166)</b>	<b>(378,739)</b>	<b>(370,840)</b>	<b>(150,457)</b>	<b>(71,726)</b>	<b>(78,522)</b>	<b>(64,747)</b>	<b>(102,219)</b>	<b>(1,875,213)</b>
<b>REGIONAL</b>											
Canada Community Building Fund (CCBF)	(389,867)	(226,535)	(257,997)	(486,328)	(156,989)	(225,136)	(102,220)	(84,329)	(84,008)	(131,673)	(2,145,082)
Other	(6,707)	(3,602)	(410)	(864)	(925)	(1,362)	(676)	(689)	(703)	(717)	(16,655)
	<b>(396,574)</b>	<b>(230,137)</b>	<b>(258,407)</b>	<b>(487,192)</b>	<b>(157,914)</b>	<b>(226,498)</b>	<b>(102,896)</b>	<b>(85,018)</b>	<b>(84,711)</b>	<b>(132,390)</b>	<b>(2,161,737)</b>
<b>Total Capital Funding</b>	<b>(711,773)</b>	<b>(750,132)</b>	<b>(783,865)</b>	<b>(1,021,607)</b>	<b>(625,882)</b>	<b>(417,164)</b>	<b>(210,033)</b>	<b>(200,844)</b>	<b>(195,874)</b>	<b>(306,721)</b>	<b>(5,223,895)</b>
<b>ANTICIPATED PROVINCIAL ASSETS INCLUDED ABOVE BY FUNDING SOURCE</b>											
Federal	(1,243)	(810)	(29,480)	(62,339)	(78,325)	(29,704)	(24,435)	(26,356)	(33,665)	(59,582)	(345,939)
Provincial	(15,732)	(250,065)	(392,166)	(378,738)	(370,840)	(150,458)	(71,726)	(78,522)	(64,747)	(102,219)	(1,875,213)

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

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

**A7B: PROJECTS FUNDED BY PERMANENT TRANSIT FUND (PTF)**

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

**A7C: PROJECTS FUNDED BY PROVINCE ONLY FUNDING (POF)**

Project group	Description
Bus Expansion Vehicles and Infrastructure	Purchase of various types of buses to support expansion and supporting infrastructure, including for zero emissions transition.
Equipment Replacements & Upgrades	Various equipment and systems replacement and upgrade programs across TransLink's transit network required to maintain a state of good repair.
Facilities - Others	CMBC and BCRTC facility programs required to maintain a state of good repair and create capacity to meet future demand.
Rail & Power	Various Skytrain Rail & Power programs required to keep the system in a state of good repair and support future expansion.
Skytrain Infrastructure Replacements and Upgrades	Various infrastructure replacement and upgrade programs required to keep the Skytrain network in a state of good repair.
Stations and Bus Loops	Upgrades performed to Skytrain Stations and Bus Loops to maintain a state of good repair and to meet future requirements.
Trolley Overhead Rectifier Program	Replacement and decommissioning of aging rectifier stations.
West Coast Express (WCE) Car Refurbishment	Refurbishment of West Coast Express cars in order to maintain a state of good repair.

**A7D: PROJECTS FUNDED BY ZERO EMISSIONS TRANSIT FUND (ZETF)**

Project group	Description
2025 Conventional Bus Replacements	Purchase of various types of buses to come in-service for the year 2025.
Battery Electric Charging Infrastructure	Implementation of additional On-Route chargers to support the Battery Electric Vehicle Fleet
Facilities - Marpole	Marpole Transit Centre project required to maintain a state of good repair.

**A7E: PROJECTS FUNDED THROUGH BROADWAY SUBWAY PROJECT SUPPORT AGREEMENT (BSP-SA)**

Project group	Description
Broadway Subway Project - Support Services	Support services required to successfully integrate the Broadway Subway Project with the existing Skytrain network.

<b>A7F: PROJECTS FUNDED BY GREATER VANCOUVER REGIONAL FUND (GVRF)</b>		
<b>Projects group</b>	<b>Program Year</b>	<b>Project Name</b>
<b>BUS FLEET</b>	2019	2020 Community Shuttle Vehicles- Expansion
		2020 Conventional Bus Expansion
	2020	2021 Community Shuttle Expansion
		2021 Conventional Bus Expansion
		2021 HandyDART Vehicle Expansion
	2021	2022 Community Shuttle Replacements
		2023 Conventional Bus Replacement
	2022	2023 Community Shuttle Replacements
		2023 HandyDART Vehicle Replacement
		2023 Conventional Bus Replacement
	2023	Conventional Trolleybus Replacement
		2024 Conventional Bus Replacement
	2024	2028 Articulated Trolleybus Replacement (Pilot)
		2026 Conventional Bus Replacement
	2025	2027 Conventional Bus Replacement
		2028 Articulated Trolleybus Replacement
	2027	2029 Conventional Vehicles Replacement
	2029	2031 Conventional Bus Replacement
	2030	2032 Conventional Bus Replacement
	2031	2033 Conventional Bus Replacement
<b>FACILITIES - MARPOLE</b>	2018	CMBC Marpole Transit Centre
<b>INFRASTRUCTURE</b>	2021	BCRTC Elevating Devices ARPg
		Elevating Devices Asset Renewal Program
		PTC Infrastructure to Support Battery Electric Buses
<b>RAIL FLEET</b>	2020	Mark 1 500-800 Refurbishment
<b>SEABUS</b>	2022	Next Generation SeaBus Design
<b>SERVICE SUPPORT VEHICLES</b>	2021	2021 BCRTC Service Support Vehicle Replacement

2024 INVESTMENT PLAN

<b>A8: MAJOR CAPITAL PROJECTS OVER \$50 MILLION</b> <i>(in thousands of dollars)</i>												
Project Name	Program Year	Total Cost	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
<b>INFRASTRUCTURE UPGRADES/EXPANSION</b>												
Canada Line Capstan Station	2017	13,547	13,547	-	-	-	-	-	-	-	-	-
Edmonds OMC Capacity Upgrade	2017	35,294	34,694	600	-	-	-	-	-	-	-	-
OTAP-Radio Replacement	2017	1,656	1,656	-	-	-	-	-	-	-	-	-
SkyTrain Operation Control Centre (formerly OMC Upgrades)	2017	208,527	172,829	28,330	7,369	-	-	-	-	-	-	-
EMUP-Propulsion Power Upgrades Expo and Millennium Lines	2019	131,960	34,013	38,766	46,187	12,610	383	-	-	-	-	-
OMC4 Vehicle Storage Facility	2019	301,137	125,108	103,965	48,437	23,627	-	-	-	-	-	-
Surrey Langley SkyTrain Project Development	2019	264,727	5,627	38,430	15,160	37,992	102,008	65,508	-	-	-	-
TL BCRTC Support Services on BSP	2019	66,897	12,396	17,498	37,004	-	-	-	-	-	-	-
TL/BCRTC Services to MLBE	2019	63,631	13,177	32,673	17,781	-	-	-	-	-	-	-
OMC 4 Vehicle Maintenance Facility	2021	331,423	70,225	102,167	103,089	30,964	24,978	-	-	-	-	-
Port Coquitlam Transit Centre Facility Improvement Ph 2 Exp.	2021	77,264	22,621	24,180	21,197	9,266	-	-	-	-	-	-
Rail Expansion Program Management and Integration Services	2021	268,010	87,330	45,538	41,935	51,576	41,630	-	-	-	-	-
Station Access and Safety Project	2021	104,225	46,978	32,378	22,527	2,342	-	-	-	-	-	-
Bus depot land acquisition	2024	225,000	225,000	-	-	-	-	-	-	-	-	-
OMC5 (earlier stages works)	2024	777,725	2,590	31,957	97,000	164,000	235,000	247,000	178	-	-	-
OTAP Reference Architecture Update - Design & Implement	2026	67,353	-	-	22,082	33,785	11,487	-	-	-	-	-
<b>LOW CARBON FLEET PROGRAM</b>												
CMBC Marpole Transit Centre	2018	467,270	233,719	168,626	64,444	481	-	-	-	-	-	-
2020 Conventional Bus Expansion	2019	32,137	32,137	-	-	-	-	-	-	-	-	-
2023 Conventional Bus Replacement	2021	88,685	1,954	77,867	8,864	-	-	-	-	-	-	-
PTC Infrastructure to Support Battery Electric Buses	2021	52,002	42,793	9,086	83	41	-	-	-	-	-	-
2024 Conventional Bus Replacement	2023	78,001	11,804	64,777	1,420	-	-	-	-	-	-	-
Conventional Trolleybus Replacement	2023	414,497	594	4,469	41,667	346,848	20,920	-	-	-	-	-
2026 Conventional Bus Replacement	2024	470,352	-	-	156,784	156,784	156,784	-	-	-	-	-
2027 Conventional Bus Replacement	2025	59,320	-	-	58,426	894	-	-	-	-	-	-
2029 Conventional Vehicles Replacement	2027	114,454	-	-	-	-	-	114,454	-	-	-	-
2031 Conventional Bus Replacement	2029	93,699	-	-	-	-	-	-	-	93,699	-	-
2032 Conventional Bus Replacement	2030	93,343	-	-	-	-	-	-	-	-	93,343	-
2033 Conventional Bus Replacement	2031	146,303	-	-	-	-	-	-	-	-	-	146,303
<b>OTHER FLEET</b>												
EMUP-Expo and Millennium Upgrade Prog Fleet Acquisition Ph 2	2019	742,021	163,848	336,829	116,977	114,398	7,842	1,892	235	-	-	-
Bus Expansion Vehicles and Infrastructure (inc. zero emissions)	2024	300,000	-	137,559	154,634	7,807	-	-	-	-	-	-
2028 Articulated Trolleybus Replacement	2025	254,844	-	-	1,959	3,571	41	135,697	113,577	-	-	-
Mark II (1100-1200) Replacement	2026	356,188	-	-	69,557	141,896	144,734	-	-	-	-	-
WCE Refurbishment	2026	80,699	-	-	15,759	32,148	32,791	-	-	-	-	-
Mark II (1300-1400) Replacement	2033	68,485	-	-	-	-	-	-	-	-	-	68,485
<b>TECHNOLOGY</b>												
Compass Modernization	2024	220,671	3,605	32,836	27,933	49,365	43,335	22,808	40,790	-	-	-
<b>Grand Total</b>		<b>7,071,348</b>	<b>1,358,245</b>	<b>1,328,532</b>	<b>1,198,274</b>	<b>1,220,394</b>	<b>821,933</b>	<b>587,359</b>	<b>154,780</b>	<b>93,699</b>	<b>93,343</b>	<b>214,788</b>

<b>A9: CONVENTIONAL TRANSIT SERVICE LEVELS</b> (thousands of service hours)											
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2024 to 2033
Bus	5,800	6,043	1,865	1,893	1,895	1,894	1,889	1,891	1,898	1,894	26,962
Seabus	14	14	4	4	4	4	4	4	4	4	60
Rail	1,524	1,500	715	733	752	847	857	858	859	856	9,501
<b>Total Service Hours (excluding HandyDART)</b>	<b>7,338</b>	<b>7,557</b>	<b>2,584</b>	<b>2,630</b>	<b>2,651</b>	<b>2,745</b>	<b>2,750</b>	<b>2,753</b>	<b>2,761</b>	<b>2,754</b>	<b>36,523</b>

<b>A10: CUSTOM TRANSIT SERVICE LEVELS</b> (thousands of trips)											
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2024 to 2033
HandyDART Vehicle Trips	1,297	1,297	389	389	389	389	389	389	389	389	5,706
Taxi Trips	152	152	46	46	46	46	46	46	46	46	672
<b>Total Trips</b>	<b>1,449</b>	<b>1,449</b>	<b>435</b>	<b>435</b>	<b>435</b>	<b>435</b>	<b>435</b>	<b>435</b>	<b>435</b>	<b>435</b>	<b>6,378</b>

<b>A11: TRANSIT FARE RATES</b>														
				2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	
<b>Conventional transit</b>	Adult	Cash	1-Zone	\$3.20	\$3.35	\$3.45	\$3.50	\$3.55	\$3.60	\$3.65	\$3.70	\$3.75	\$3.85	
			2-Zone	\$4.65	\$4.85	\$5.00	\$5.10	\$5.20	\$5.30	\$5.40	\$5.50	\$5.60	\$5.70	
			3-Zone	\$6.35	\$6.60	\$6.80	\$6.95	\$7.10	\$7.25	\$7.40	\$7.55	\$7.70	\$7.85	
	Concession	Cash	1-Zone	\$2.15	\$2.25	\$2.30	\$2.35	\$2.40	\$2.45	\$2.50	\$2.55	\$2.60	\$2.65	
			2-Zone	\$3.15	\$3.30	\$3.40	\$3.45	\$3.50	\$3.55	\$3.60	\$3.65	\$3.70	\$3.75	
			3-Zone	\$4.35	\$4.50	\$4.65	\$4.75	\$4.85	\$4.95	\$5.05	\$5.15	\$5.25	\$5.35	
	Adult DayPass			All zones	\$11.50	\$11.95	\$12.30	\$12.55	\$12.80	\$13.05	\$13.30	\$13.55	\$13.80	\$14.10
	Concession DayPass			All zones	\$9.05	\$9.40	\$9.70	\$9.90	\$10.10	\$10.30	\$10.50	\$10.70	\$10.90	\$11.10
	<b>Conventional Transit</b>	Adult	Stored Value	1-zone	\$2.60	\$2.70	\$2.80	\$2.85	\$2.90	\$2.95	\$3.00	\$3.05	\$3.10	\$3.15
				2-zone	\$3.85	\$4.00	\$4.10	\$4.20	\$4.30	\$4.40	\$4.50	\$4.60	\$4.70	\$4.80
3-zone				\$4.90	\$5.10	\$5.25	\$5.35	\$5.45	\$5.55	\$5.65	\$5.75	\$5.85	\$5.95	
Monthly Pass		1-zone	\$107.30	\$111.60	\$114.95	\$117.25	\$119.60	\$122.00	\$124.45	\$126.95	\$129.50	\$132.10		
		2-zone	\$143.50	\$149.25	\$153.75	\$156.85	\$160.00	\$163.20	\$166.45	\$169.80	\$173.20	\$176.65		
		3-zone	\$193.80	\$201.55	\$207.60	\$211.75	\$216.00	\$220.30	\$224.70	\$229.20	\$233.80	\$238.50		
Concession		Stored Value	1-zone	\$2.15	\$2.25	\$2.30	\$2.35	\$2.40	\$2.45	\$2.50	\$2.55	\$2.60	\$2.65	
			2-zone	\$3.15	\$3.30	\$3.40	\$3.45	\$3.50	\$3.55	\$3.60	\$3.65	\$3.70	\$3.75	
			3-zone	\$4.35	\$4.50	\$4.65	\$4.75	\$4.85	\$4.95	\$5.05	\$5.15	\$5.25	\$5.35	
Monthly Pass			All zones	\$61.35	\$63.80	\$65.70	\$67.00	\$68.35	\$69.70	\$71.10	\$72.50	\$73.95	\$75.45	
<b>West Coast Express</b>	Adult	Cash, one-way	1-Zone	\$6.35	\$6.60	\$6.80	\$6.95	\$7.10	\$7.25	\$7.40	\$7.55	\$7.70	\$7.85	
			2-Zone	\$6.35	\$6.60	\$6.80	\$6.95	\$7.10	\$7.25	\$7.40	\$7.55	\$7.70	\$7.85	
			3-Zone	\$8.25	\$8.60	\$8.85	\$9.05	\$9.25	\$9.45	\$9.65	\$9.85	\$10.05	\$10.25	
			4-Zone	\$10.10	\$10.50	\$10.80	\$11.00	\$11.20	\$11.40	\$11.65	\$11.90	\$12.15	\$12.40	
			5-Zone	\$13.70	\$14.25	\$14.70	\$15.00	\$15.30	\$15.60	\$15.90	\$16.20	\$16.50	\$16.85	
	Adult	Cash, return ticket	1-Zone	\$12.00	\$12.50	\$12.90	\$13.15	\$13.40	\$13.65	\$13.90	\$14.20	\$14.50	\$14.80	
			2-Zone	\$12.00	\$12.50	\$12.90	\$13.15	\$13.40	\$13.65	\$13.90	\$14.20	\$14.50	\$14.80	
			3-Zone	\$15.90	\$16.55	\$17.05	\$17.40	\$17.75	\$18.10	\$18.45	\$18.80	\$19.20	\$19.60	
			4-Zone	\$19.45	\$20.25	\$20.85	\$21.25	\$21.70	\$22.15	\$22.60	\$23.05	\$23.50	\$23.95	
			5-Zone	\$26.00	\$27.05	\$27.85	\$28.40	\$28.95	\$29.55	\$30.15	\$30.75	\$31.35	\$32.00	

<b>A11 continued: TRANSIT FARE RATES</b>				<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>
<b>West Coast Express</b>	Concession	Cash, one-way	1-Zone	\$3.85	\$4.00	\$4.10	\$4.20	\$4.30	\$4.40	\$4.50	\$4.60	\$4.70	\$4.80
			2-Zone	\$3.85	\$4.00	\$4.10	\$4.20	\$4.30	\$4.40	\$4.50	\$4.60	\$4.70	\$4.80
			3-Zone	\$4.85	\$5.05	\$5.20	\$5.30	\$5.40	\$5.50	\$5.60	\$5.70	\$5.80	\$5.90
			4-Zone	\$6.30	\$6.55	\$6.75	\$6.90	\$7.05	\$7.20	\$7.35	\$7.50	\$7.65	\$7.80
			5-Zone	\$8.50	\$8.85	\$9.10	\$9.30	\$9.50	\$9.70	\$9.90	\$10.10	\$10.30	\$10.50
	Concession	Cash, return ticket	1-Zone	\$7.60	\$7.90	\$8.15	\$8.30	\$8.45	\$8.60	\$8.75	\$8.95	\$9.15	\$9.35
			2-Zone	\$7.60	\$7.90	\$8.15	\$8.30	\$8.45	\$8.60	\$8.75	\$8.95	\$9.15	\$9.35
			3-Zone	\$9.80	\$10.20	\$10.50	\$10.70	\$10.90	\$11.10	\$11.30	\$11.55	\$11.80	\$12.05
			4-Zone	\$12.30	\$12.80	\$13.20	\$13.45	\$13.70	\$13.95	\$14.25	\$14.55	\$14.85	\$15.15
			5-Zone	\$16.65	\$17.30	\$17.80	\$18.15	\$18.50	\$18.85	\$19.25	\$19.65	\$20.05	\$20.45
<b>West Coast Express</b>	Adult	Stored Value - one way	1-Zone	\$5.30	\$5.50	\$5.65	\$5.75	\$5.85	\$5.95	\$6.05	\$6.15	\$6.25	\$6.40
			2-Zone	\$5.30	\$5.50	\$5.65	\$5.75	\$5.85	\$5.95	\$6.05	\$6.15	\$6.25	\$6.40
			3-zone	\$6.95	\$7.25	\$7.45	\$7.60	\$7.75	\$7.90	\$8.05	\$8.20	\$8.35	\$8.50
			4-zone	\$8.55	\$8.90	\$9.15	\$9.35	\$9.55	\$9.75	\$9.95	\$10.15	\$10.35	\$10.55
			5-zone	\$11.50	\$11.95	\$12.30	\$12.55	\$12.80	\$13.05	\$13.30	\$13.55	\$13.80	\$14.10
	Adult	Stored Value, return pass	1-Zone	\$11.75	\$12.20	\$12.55	\$12.80	\$13.05	\$13.30	\$13.55	\$13.80	\$14.10	\$14.40
			2-Zone	\$11.75	\$12.20	\$12.55	\$12.80	\$13.05	\$13.30	\$13.55	\$13.80	\$14.10	\$14.40
			3-zone	\$15.05	\$15.65	\$16.10	\$16.40	\$16.75	\$17.10	\$17.45	\$17.80	\$18.15	\$18.50
			4-zone	\$18.60	\$19.35	\$19.95	\$20.35	\$20.75	\$21.15	\$21.55	\$22.00	\$22.45	\$22.90
			5-zone	\$24.90	\$25.90	\$26.70	\$27.25	\$27.80	\$28.35	\$28.90	\$29.50	\$30.10	\$30.70
Adult	Monthly Pass	1-Zone	\$173.85	\$180.80	\$186.20	\$189.90	\$193.70	\$197.55	\$201.50	\$205.55	\$209.65	\$213.85	
		2-Zone	\$173.85	\$180.80	\$186.20	\$189.90	\$193.70	\$197.55	\$201.50	\$205.55	\$209.65	\$213.85	
		3-zone	\$227.80	\$236.90	\$244.00	\$248.90	\$253.90	\$259.00	\$264.20	\$269.50	\$274.90	\$280.40	
		4-zone	\$274.90	\$285.90	\$294.50	\$300.40	\$306.40	\$312.55	\$318.80	\$325.20	\$331.70	\$338.35	
		5-zone	\$375.40	\$390.40	\$402.10	\$410.15	\$418.35	\$426.70	\$435.25	\$443.95	\$452.85	\$461.90	
Concession	Stored Value, one-way	1-Zone	\$3.15	\$3.30	\$3.40	\$3.45	\$3.50	\$3.55	\$3.60	\$3.65	\$3.70	\$3.75	
		2-Zone	\$3.15	\$3.30	\$3.40	\$3.45	\$3.50	\$3.55	\$3.60	\$3.65	\$3.70	\$3.75	
		3-zone	\$4.35	\$4.50	\$4.65	\$4.75	\$4.85	\$4.95	\$5.05	\$5.15	\$5.25	\$5.35	
		4-zone	\$5.20	\$5.40	\$5.55	\$5.65	\$5.75	\$5.85	\$5.95	\$6.05	\$6.15	\$6.25	
		5-zone	\$7.05	\$7.35	\$7.55	\$7.70	\$7.85	\$8.00	\$8.15	\$8.30	\$8.45	\$8.60	
Concession	Stored Value, return pass	1-Zone	\$7.35	\$7.65	\$7.90	\$8.05	\$8.20	\$8.35	\$8.50	\$8.65	\$8.80	\$9.00	
		2-Zone	\$7.35	\$7.65	\$7.90	\$8.05	\$8.20	\$8.35	\$8.50	\$8.65	\$8.80	\$9.00	
		3-zone	\$9.30	\$9.65	\$9.95	\$10.15	\$10.35	\$10.55	\$10.75	\$10.95	\$11.15	\$11.35	
		4-zone	\$11.75	\$12.20	\$12.55	\$12.80	\$13.05	\$13.30	\$13.55	\$13.80	\$14.10	\$14.40	
		5-zone	\$15.90	\$16.55	\$17.05	\$17.40	\$17.75	\$18.10	\$18.45	\$18.80	\$19.20	\$19.60	
Concession	Monthly Pass	1-Zone	\$106.30	\$110.55	\$113.85	\$116.15	\$118.45	\$120.80	\$123.20	\$125.65	\$128.15	\$130.70	
		2-Zone	\$106.30	\$110.55	\$113.85	\$116.15	\$118.45	\$120.80	\$123.20	\$125.65	\$128.15	\$130.70	
		3-zone	\$140.70	\$146.35	\$150.75	\$153.75	\$156.85	\$160.00	\$163.20	\$166.45	\$169.80	\$173.20	
		4-zone	\$173.30	\$180.25	\$185.65	\$189.35	\$193.15	\$197.00	\$200.95	\$204.95	\$209.05	\$213.25	
		5-zone	\$242.35	\$252.05	\$259.60	\$264.80	\$270.10	\$275.50	\$281.00	\$286.60	\$292.35	\$298.20	

**A12: PROJECTED FARE REVENUE BY FARE TYPE** *(in millions of dollars)*

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2024 to 2033
Regular, Short Term Fares	87	91	47	51	53	56	58	61	63	65	632
Discounted, Short Term Fares	228	241	123	132	136	144	151	157	163	169	1,644
Non-Short Term Fares	200	212	109	117	121	128	134	139	144	150	1,454
<b>Total</b>	<b>515</b>	<b>544</b>	<b>279</b>	<b>300</b>	<b>310</b>	<b>328</b>	<b>343</b>	<b>357</b>	<b>370</b>	<b>384</b>	<b>3,730</b>
Short Term Fares as a Percentage of Total	61%	61%	61%	61%	61%	61%	61%	61%	61%	61%	61%
Program Revenues	140	141	146	151	156	161	166	171	176	182	1,590
<b>Total Fare Revenues</b>	<b>655</b>	<b>685</b>	<b>425</b>	<b>451</b>	<b>466</b>	<b>489</b>	<b>509</b>	<b>528</b>	<b>546</b>	<b>566</b>	<b>5,320</b>

**A13: RIDERSHIP FORECAST** *(millions of transit journeys)*

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2024 to 2033
Ridership	237.0	243.0	122.6	125.4	127.7	132.0	133.9	135.5	137.2	138.8	1,533.1
Annual Increase (over previous year)	1.8%	2.5%	-49.5%	2.3%	1.8%	3.4%	1.4%	1.2%	1.3%	1.2%	

**A14: MAJOR ROAD NETWORK EXPANSION** *(lane-kilometres, unless otherwise noted)*

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Length of the Major Road Network	2,770	2,798	2,826	2,854	2,882	2,911	2,940	2,970	2,999	3,029
Annual Increase (Over Previous Year) (%)	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%



APPENDIX B1: REGIONAL TRANSPORTATION DCC ELIGIBLE PROJECTS										
Project Name	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
<b>SKYTRAIN EXPANSION AND UPGRADES</b>										
Expo-Millennium Line Maintenance and Storage Capacity Expansion	✓	✓	✓	✓	✓	✓	✓			
Expo-Millennium Upgrade Program - Control Center Expansion			✓	✓	✓					
Expo-Millennium Upgrade Program - Systems Upgrade	✓	✓	✓	✓	✓					
Surrey Langley SkyTrain Expansion Support	✓	✓			✓	✓				
Compass System Upgrade	✓	✓	✓	✓	✓	✓	✓			
SkyTrain Advanced Radio Systems	✓	✓								
SkyTrain Safety Program	✓	✓	✓	✓						
SkyTrain Station Upgrades	✓	✓								
Canada Line Infrastructure Improvements	✓									
<b>BUS EXCHANGE/DEPOT EXPANSION</b>										
Capacity Expansion and Upgrades at Existing Bus Depots	✓	✓	✓	✓	✓					
New Marpole Bus Depot	✓	✓	✓	✓						
Phibbs Exchange Upgrade	✓									
Bus Speed and Reliability Projects	✓	✓								
<b>Total Eligible Project Costs (in million of dollars)</b>	<b>592.0</b>	<b>673.3</b>	<b>479.0</b>	<b>295.6</b>	<b>120.9</b>	<b>41.5</b>	<b>41.0</b>			
<b>DCC's Received (in million of dollars)</b>	<b>37.6</b>	<b>29.4</b>	<b>30.9</b>	<b>32.4</b>	<b>33.2</b>	<b>34.0</b>	<b>34.8</b>	<b>35.6</b>	<b>36.5</b>	<b>37.4</b>

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**PROPOSED BYLAW NUMBER**

A Proposed Bylaw imposing 2024 Property Tax

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

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

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

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

1. In this Bylaw, “transportation service region” means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
2. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the variable rates set out in Schedule 1 attached thereto.
3. This Bylaw may be cited as the “South Coast British Columbia Transportation Authority Proposed 2024 Property Tax Bylaw.”
4. This Bylaw comes into force and takes effect on January 1, 2024.

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Lorraine Cunningham, Chair

\_\_\_\_\_  
Jennifer Breeze, General Counsel & Corporate Secretary

**SCHEDULE 1 attached to and forming part of**  
**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
**PROPOSED 2024 PROPERTY TAX BYLAW**

<u>PROPERTY CLASS</u>	<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01 Residential	0.2687
02 Utilities	2.3185
04 Major Industry	1.3672
05 Light Industry	0.6194
06 Business/Other	0.7886
08 Recreational and Non-Profit	0.1821
09 Farm	0.3276

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**PROPOSED BYLAW NUMBER**

A Proposed Bylaw imposing 2025 Property Tax

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

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

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

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

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

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Lorraine Cunningham, Chair

\_\_\_\_\_  
Jennifer Breeze, General Counsel & Corporate Secretary

**SCHEDULE 1 attached to and forming part of**  
**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
**PROPOSED 2025 PROPERTY TAX BYLAW**

<u>PROPERTY CLASS</u>	<u>TAX RATES*</u> <u>DOLLARS OF TAX PER \$1,000</u>
01 Residential	0.2326
02 Utilities	1.9969
04 Major Industry	1.1307
05 Light Industry	0.4729
06 Business/Other	0.6802
08 Recreational and Non-Profit	0.1460
09 Farm	0.2809

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

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**PROPOSED BYLAW NUMBER**

A Proposed Bylaw imposing 2026 Property Tax

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

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

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

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

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

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Lorraine Cunningham, Chair

\_\_\_\_\_  
Jennifer Breeze, General Counsel & Corporate Secretary

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

<u>PROPERTY CLASS</u>	<u>TAX RATES*</u> <u>DOLLARS OF TAX PER \$1,000</u>
01 Residential	0.2333
02 Utilities	1.9923
04 Major Industry	1.0831
05 Light Industry	0.4183
06 Business/Other	0.6796
08 Recreational and Non-Profit	0.1468
09 Farm	0.2789

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

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**PROPOSED BYLAW**

A Proposed Bylaw imposing 2024 Replacement Tax

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

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

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

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

1. In this Bylaw, “transportation service region” means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
2. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the rates set out in Schedule 1 attached thereto.
3. This Bylaw may be cited as the “South Coast British Columbia Transportation Authority Proposed 2024 Replacement Tax Bylaw.”
4. This Bylaw comes into force and takes effect on January 1, 2024.

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Lorraine Cunningham, Chair

\_\_\_\_\_  
Jennifer Breeze, General Counsel & Corporate Secretary



**SCHEDULE 1 attached to and forming part of**  
**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
**PROPOSED 2024 REPLACEMENT TAX BYLAW**

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.0016
02	Utilities	0.0627
04	Major Industry	0.0651
05	Light Industry	0.0554
06	Business/Other	0.0548

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**PROPOSED BYLAW**

A Proposed Bylaw imposing 2025 Replacement Tax

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

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

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

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

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

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Lorraine Cunningham, Chair

\_\_\_\_\_  
Jennifer Breeze, General Counsel & Corporate Secretary

**SCHEDULE 1 attached to and forming part of**  
**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
**PROPOSED 2025 REPLACEMENT TAX BYLAW**

<u>PROPERTY CLASS</u>		<u>TAX RATES*</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.0015
02	Utilities	0.0579
04	Major Industry	0.0601
05	Light Industry	0.0511
06	Business/Other	0.0506

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

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**PROPOSED BYLAW**

A Proposed Bylaw imposing 2026 Replacement Tax

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

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

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

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

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

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Lorraine Cunningham, Chair

\_\_\_\_\_  
Jennifer Breeze, General Counsel & Corporate Secretary

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

<u>PROPERTY CLASS</u>		<u>TAX RATES*</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.0014
02	Utilities	0.0533
04	Major Industry	0.0553
05	Light Industry	0.0470
06	Business/Other	0.0465

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

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

**A PROPOSED BYLAW TO IMPOSE 2025 DEVELOPMENT COST CHARGES**

**Effective January 1, 2025**

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

**WHEREAS:**

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

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

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

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

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

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



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

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

## 1. CITATION

- 1.(1) The official citation for this Bylaw is “South Coast British Columbia Transportation Authority Proposed Bylaw to Impose 2025 Development Cost Charges”.
- 1.(2) This Bylaw may be cited as the “Development Cost Charge Proposed 2025 Bylaw”.

## 2. INTERPRETATION

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

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

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

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

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

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

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

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

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

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

- (a) Single Family Dwelling;

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

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

**“Development”** means:

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

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

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

**“Effective Date”** means January 1, 2025;

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

**“Floor Area”** means:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**“Subdivision”** means:

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

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

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

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

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

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

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

### **3. DEVELOPMENT COST CHARGES**

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

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

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

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

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

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

#### **4. COLLECTION AND REMITTANCE OF DEVELOPMENT COST CHARGES.**

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

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

in accordance with Section 3.

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



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

## **5. RESERVE FUND AND USE OF DEVELOPMENT COST CHARGES**

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

## **6. EFFECTIVE DATE AND TRANSITION.**

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

- 6.(2) Transitional regarding Subdivision Applications. This Bylaw has no effect, and South Coast British Columbia Transportation Authority Bylaw No. 151-2023 shall continue to apply, for a period of 12 months after the Adoption Date with respect to:
- (a) a Subdivision of land located within a municipality if, before the Adoption Date, the application for such Subdivision has been submitted to a designated municipal officer in accordance with the applicable procedures established by the Collection Entity and the applicable subdivision fee has been paid;
  - (b) subject to paragraph (c), a Subdivision of land located outside a municipality if, before the Adoption Date, the application for such Subdivision has been submitted to a district highway manager in a form satisfactory to that official; or
  - (c) a Subdivision of land in respect of a parcel of treaty lands of a treaty first nation if, before the Adoption Date, the application for such Subdivision has been submitted to the approving officer and the applicable subdivision fee has been paid.
- 6.(3) Agreement with Applicant for Subdivision. Section 6.(2) does not apply if the applicant for that Subdivision agrees in writing that this Bylaw should have effect.
- 6.(4) Transitional regarding Building Permit Applications. This Bylaw has no effect, and South Coast British Columbia Transportation Authority Bylaw No. 151-2023 shall continue to apply, with respect to the construction, alteration or extension of a building or structure if:
- (a) the Building Permit authorizing that construction, alteration or extension is issued within 12 months after the Adoption Date; and
  - (b) a Precursor Application in relation to that Building Permit is In-stream on the Adoption Date.
- 6.(5) Agreement with Applicant for Building Permit. Section 6.(4) does not apply if the applicant for that Building Permit agrees in writing that this Bylaw should have effect.

## **7. REPLACEMENT OF DEVELOPMENT COST CHARGES**

- 7.(1) Collection Entity Agreements. Despite any other provision of this Bylaw, the Authority may, in accordance with section 34.31 of the Act, enter into an agreement or agreements with any Collection Entity under which:
- (a) all, some or some portion of the development cost charges under this Bylaw that would otherwise apply are not required to be collected and remitted by the Collection Entity; and

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

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

## 8. INTERPRETATION

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

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

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this \_\_\_ day of \_\_\_\_\_, \_\_\_\_.

\_\_\_\_\_  
Lorraine Cunningham, Chair

\_\_\_\_\_  
Jennifer Breeze, General Counsel & Corporate Secretary

**SCHEDULE A**  
**DEVELOPMENT COST CHARGE BYLAW**  
**RATE SCHEDULE**

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

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

\*\*Subject to actual inflation adjustments

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

**A PROPOSED BYLAW TO IMPOSE 2026 DEVELOPMENT COST CHARGES**

**Effective January 1, 2026**

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

**WHEREAS:**

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

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

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

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

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

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

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

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

## 1. CITATION

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

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

## 2. INTERPRETATION

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

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

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

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

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

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

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

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

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



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

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

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

**“Development”** means:

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

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

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

**“Effective Date”** means January 1, 2026;

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

**“Floor Area”** means:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- (a) entertainment and recreation facilities;
- (b) commercial schools, including, without limitation, facilities which include instruction in the arts, sports, business, self-improvement, academics and trades;
- (c) service stations;
- (d) tourist accommodations and facilities’;
- (e) adult or child day-care centres;
- (f) Sleeping Units;

- (g) community care and congregate housing and care;
- (h) any use permitted as a commercial use;
- (i) uses ancillary to any commercial use located on the same Parcel that serves or enhances the commercial use;

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

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

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

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

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

**“Subdivision”** means:

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

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

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

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

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

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

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

### **3. DEVELOPMENT COST CHARGES**

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

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

must pay to that Collection Entity on behalf of the Authority, before or at the time of the approval of the Subdivision or the issuance of the Building Permit, the applicable development cost charges at the rates effective as at the date of the approval of the Subdivision or the issuance of the Building Permit, as the case may, all as set out in this Bylaw.

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

- (d) in relation to the construction, alteration or extension of self-contained Dwelling Units in a building authorized by a Building Permit if:
    - (i) each unit is no larger in area than 29 square metres (312.153 sq. ft.), and
    - (ii) each unit is to be put to no use other than the Residential Use in those Dwelling Units; or
  - (e) in relation to a Development authorized by a Building Permit if the value of the work authorized by the permit does not exceed \$50,000.
- 3.(5) Calculation of Development Cost Charges. Development cost charges imposed under this Bylaw will be calculated in accordance with the rates set out in the Rate Schedule.
- 3.(6) Combination Development. Without restricting the generality of Section 3.(5), the development cost charges for a Combination Development will be calculated separately for the portion of the Combination Development attributable to each Residential Use and Non-Residential Use and will be the sum of the development cost charges for each such use, calculated according to the Rate Schedule.
- 3.(7) Timing of Payment of Development Cost Charges. Development cost charges imposed under this Bylaw must be paid to the Collection Entity approving the Subdivision or issuing the Building Permit, as the case may be, as follows:
- (a) at the same time as any Municipal Charges as may be levied on the Development under a bylaw of the Collection Entity are payable to that Collection Entity; or
  - (b) if no Municipal Charges will be levied on the Development under a bylaw of the Collection Entity, as follows:
    - (i) where an application is made only for Subdivision, then prior to the issuance of the approval of the Subdivision by the Collection Entity;
    - (ii) where an application is made only for a Building Permit, then prior to the issuance of the Building Permit by the Collection Entity; or
    - (iii) where application is made for both Subdivision and for a Building Permit, then only prior to the issuance of the Building Permit by the Collection Entity.
- 3.(8) Payment of Development Cost Charges by Instalments. The development cost charges imposed under this Bylaw may not be paid by instalments unless a regulation under subsection 34.21(5) of the Act applies to the Development and authorizes the payment of development cost charges in instalments.

**4. COLLECTION AND REMITTANCE OF DEVELOPMENT COST CHARGES.**

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

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

in accordance with Section 3.

4.(2) Separate Account. Subject to Section 7.(1), each Collection Entity must establish and maintain a separate account for the development cost charge monies collected under this Bylaw and deposit and hold such monies in that separate account, in trust for the Authority, until the monies are remitted to the Authority under Section 4.(3).

4.(3) Remittance of Development Cost Charges by Collection Entities. Each Collection Entity, within 30 days after June 30 and December 31 of each year, must remit to the Authority the total amount of development cost charges collected by the Collection Entity under this Bylaw during the six month period immediately preceding such date, or an amount equal to such development cost charges if the Collection Entity did not collect development cost charges under this Bylaw, together with the statement referred to in Section 4.(4).

4.(4) Statements. Each Collection Entity must provide statements to the Authority, for every six month period comprising January 1 to June 30 and July 1 to December 31, setting out:

- (a) the number and type of use of all Residential Use Parcels or Dwelling Units on which development cost charges were levied or otherwise payable by it under this Bylaw;
- (b) the aggregate Floor Area of each type of Non-Residential Use buildings or structures on which development cost charges were levied or otherwise payable by it under this Bylaw (calculated in accordance with the Rate Schedule);
- (c) the legal description and civic address of each Parcel on which development cost charges were levied or otherwise payable by it under this Bylaw, and whether such development cost charges were levied or otherwise payable in respect of a Subdivision or a Building Permit;
- (d) the date and amount of each payment of development cost charges levied or otherwise payable by it under this Bylaw and where Section 3.(8) applies

to permit development cost charges levied under this Bylaw to be paid by instalments, the amount of instalment payments remaining to be paid to it and the dates for payment of such remaining instalments;

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

## **5. RESERVE FUND AND USE OF DEVELOPMENT COST CHARGES**

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

## **6. EFFECTIVE DATE AND TRANSITION.**

- 6.(1) Effective Date. This Bylaw shall come into force on the Effective Date. South Coast British Columbia Transportation Authority Proposed Bylaw to Impose 2025 Development Cost Charges shall be repealed as of the Effective Date, except with respect to a Subdivision application described in Section 6.(2) below, in which case South Coast British Columbia Transportation Authority Proposed Bylaw to Impose 2025 Development Cost Charges shall continue to apply to such Subdivision application as and to the extent provided in Section 6.(2) below, and except with respect to a Building Permit application described in Section 6.(4) below, in which



case South Coast British Columbia Transportation Authority Proposed Bylaw to Impose 2025 Development Cost Charges shall continue to apply to such Building Permit application as and to the extent provided in Section 6.(4) below. South Coast British Columbia Transportation Authority Proposed Bylaw to Impose 2025 Development Cost Charges shall be wholly repealed on the date that is 12 months after the Adoption Date.

- 6.(2) Transitional regarding Subdivision Applications. This Bylaw has no effect, and South Coast British Columbia Transportation Authority Proposed Bylaw to Impose 2025 Development Cost Charges shall continue to apply, for a period of 12 months after the Adoption Date with respect to:
- (a) a Subdivision of land located within a municipality if, before the Adoption Date, the application for such Subdivision has been submitted to a designated municipal officer in accordance with the applicable procedures established by the Collection Entity and the applicable subdivision fee has been paid;
  - (b) subject to paragraph (c), a Subdivision of land located outside a municipality if, before the Adoption Date, the application for such Subdivision has been submitted to a district highway manager in a form satisfactory to that official; or
  - (c) a Subdivision of land in respect of a parcel of treaty lands of a treaty first nation if, before the Adoption Date, the application for such Subdivision has been submitted to the approving officer and the applicable subdivision fee has been paid.
- 6.(3) Agreement with Applicant for Subdivision. Section 6.(2) does not apply if the applicant for that Subdivision agrees in writing that this Bylaw should have effect.
- 6.(4) Transitional regarding Building Permit Applications. This Bylaw has no effect, and South Coast British Columbia Transportation Authority Proposed Bylaw to Impose 2025 Development Cost Charges shall continue to apply, with respect to the construction, alteration or extension of a building or structure if:
- (a) the Building Permit authorizing that construction, alteration or extension is issued within 12 months after the Adoption Date; and
  - (b) a Precursor Application in relation to that Building Permit is In-stream on the Adoption Date.
- 6.(5) Agreement with Applicant for Building Permit. Section 6.(4) does not apply if the applicant for that Building Permit agrees in writing that this Bylaw should have effect.

**7. REPLACEMENT OF DEVELOPMENT COST CHARGES**

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

- (a) all, some or some portion of the development cost charges under this Bylaw that would otherwise apply are not required to be collected and remitted by the Collection Entity; and
- (b) the Collection Entity agrees to pay to the Authority an amount equal to the development cost charges that the Collection Entity would have collected under this Bylaw but for such an agreement, in the manner and at the times set out in the agreement, or otherwise in the same manner and at the same times that development cost charges would otherwise have been payable.

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

**8. INTERPRETATION**

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

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

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this \_\_\_ day of \_\_\_\_\_, \_\_\_\_.

\_\_\_\_\_  
Lorraine Cunningham, Chair

\_\_\_\_\_  
Jennifer Breeze, General Counsel & Corporate Secretary

**SCHEDULE A**  
**DEVELOPMENT COST CHARGE BYLAW**  
**RATE SCHEDULE**

<b>Type of Development</b>	<b>Rates effective January 1, 2026**</b>
Single Family Dwelling	\$3,398 per Dwelling Unit
Duplex	\$2,821 per Dwelling Unit
Townhouse Dwelling Unit	\$2,821 per Dwelling Unit
Apartment Dwelling Unit	\$1,764 per Dwelling Unit
Retail/Service	\$1.43 per sq. ft. of Floor Area*
Office	\$1.15 per sq. ft. of Floor Area*
Institutional	\$0.56 per sq. ft. of Floor Area*
Industrial	\$0.34 per sq. ft. of Floor Area*

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

\*\*Subject to actual inflation adjustments



**CERTIFIED RESOLUTION**

On October 25, 2017, the South Coast British Columbia Transportation Authority Board of Directors passed the following resolution:

That the Board of Directors approve the Omnibus Borrowing Resolution as attached as Appendix 1 to the report dated October 20, 2017 and titled "Update to the Omnibus Borrowing Resolution."

**CARRIED**

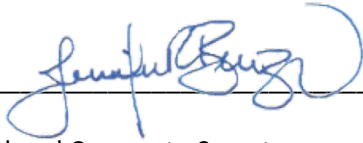
I, Jennifer Breeze, hereby certify the foregoing to be a true and correct excerpt of the meeting minutes of October 25, 2017 as finally adopted on December 6, 2017 by the South Coast British Columbia Transportation Authority Board of Directors.

Dated at New Westminster, British Columbia, this 5th day of April, 2024.

  
\_\_\_\_\_  
Jennifer Breeze  
General Counsel and Corporate Secretary

I, Jennifer Breeze, hereby certify that attached as Appendix 1 is a true and correct copy of the Omnibus Borrowing Resolution as adopted on October 25, 2017 by the South Coast British Columbia Transportation Authority Board of Directors.

Dated at New Westminster, British Columbia, this 5th day of April, 2024.



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Jennifer Breeze  
General Counsel and Corporate Secretary

## OMNIBUS BORROWING RESOLUTION

### WHEREAS:

- A. Under section 31(4) of the South Coast British Columbia Transportation Authority Act, as amended, (the “SCBCTA Act”), the South Coast British Columbia Transportation Authority (“TransLink”) may, subject to section 31(1) of the SCBCTA Act:
  - (a) borrow sums of money TransLink considers necessary, and
  - (b) on its own, through any fiscal agent it appoints or otherwise, issue securities bearing interest at rates, if any, and payable as to principal and interest in currencies, at places, at times and in a manner TransLink determines;
- B. The TransLink board of directors (the “Board of Directors”) passed a resolution on September 3, 2008 (the “2008 Resolution”) authorizing borrowing directly and through the Municipal Finance Authority of British Columbia (“MFA”) pursuant to section 31(2) of the SCBCTA Act and TransLink has from time to time since that resolution borrowed through MFA, but has now ceased borrowing any additional sums of money through MFA. If TransLink determines at any time to reinstate additional borrowing through the MFA under section 31(2) of the SCBCTA Act, the provisions of Part 2 of this resolution will apply to such borrowings;
- C. Under section 31(1) of the SCBCTA Act, the outstanding debt obligations of TransLink must not be greater than (i) \$1 billion 50 million, (ii) an amount proposed by TransLink’s board and ratified by Greater Vancouver Regional District’s board of directors and (iii) an amount proposed in an approved supplement or an approved investment plan from time to time as set out in section 31(1)(c) or (d) (the “Debt Obligation Cap”);
- D. It will be necessary from time to time for TransLink to borrow amounts (the “Borrowings”), for TransLink purposes, which, together with any other outstanding debt obligations of TransLink arising from borrowings, will not exceed in the aggregate the Debt Obligation Cap as amended from time to time. The Borrowings hereunder are necessary to realize the net sum required for such TransLink purposes.

**THEREFORE, BE IT RESOLVED** that the TransLink Board of Directors enacts as follows:

### Part 1

1. TransLink be and is hereby authorized to borrow at such time or times and in such amounts from time to time (all as may be determined pursuant to paragraph 2) funds in an aggregate principal amount which together with any other outstanding debt obligations of TransLink arising from borrowings will not exceed the Debt Obligation Cap as amended from time to time.
2. One of the Chief Executive Officer or the Chief Financial Officer and Executive Vice President, Finance and Corporate Services (the “Chief Financial Officer”) of TransLink together with the Chair of the Board of Directors or in his or her absence or unavailability the Vice-Chair of the Board of Directors or in his or her absence or unavailability the Chair of the audit committee (the “Audit Committee”) of the Board of Directors are hereby authorized to determine the following:
  - (a) the aggregate principal amount of any Borrowings, subject to the limitation specified in paragraph 1;

- (b) the principal amounts to be borrowed from time to time in respect of the Borrowings, and the timing and manner of such Borrowings;
- (c) the currencies in which any Borrowings will be made;
- (d) the kind or nature, and the principal amount, of securities (the “Securities”), if any, of TransLink to be issued or otherwise disposed of in connection with the Borrowings;
- (e) the price at which the Securities will be sold, and whether such Securities will be sold at par value or at less or more than par value;
- (f) the rate or rates, if any, at which the Securities will bear interest;
- (g) the date upon which the Securities will be issued and, if applicable, the date upon which the Securities will mature;
- (h) whether the Securities or any other securities of TransLink will be charged, pledged, hypothecated, deposited or otherwise dealt with as collateral security in connection with the Borrowings;
- (i) whether or not the Securities will be redeemable, and if redeemable, all matters relating to the redemption of such Securities by TransLink prior to their maturity;
- (j) all matters relating to sinking funds for the Securities;
- (k) whether the Securities will be secured by any charge, pledge, hypothecation or other security interest in or over any or all of the assets of TransLink;
- (l) whether any other or additional covenants of TransLink will be applicable to the Securities;
- (m) the form of the Securities and, without limitation, whether the Securities will be held by a depository agency in a book-based system for the central handling of securities that provides for the transfer of the Securities by bookkeeping entry without physical delivery of the Securities;
- (n) the form and content of agreements and other documents and the doing of all such things as may be necessary or desirable to effect use of the book-based system for the central handling of the Securities;
- (o) whether any one or more persons will be retained as underwriter, syndicate member, selling agent or lead bank with respect to the sale of the Securities;
- (p) whether any trustee, paying agent or other agent will be appointed in relation to the Securities or the Borrowings and, if so determined, the appointment of such trustee, paying agent or other agent, as applicable, and the approval of any trust deed or agency agreement, as applicable, to be entered into by TransLink;
- (q) all matters relating to any repayment, refinancing, refunding, repurchase or redemption of any Securities or agreements of TransLink in connection with the Borrowings;
- (r) whether any currency exchange, spot and future currency, interest rate exchange or future interest rate agreement will be entered by TransLink in relation to the Borrowings and, if

so determined, the approval of any such agreement; and

- (s) the approval and filing with any securities regulatory authority of any document, notice or application, together with any related fee, required by any applicable law.
3. TransLink may, without the approval of the holders of the bonds of any issue of bonds forming a part of the Securities, issue from time to time further bonds in addition to the principal amount of any prior or any subsequent issue of bonds having the same terms and conditions as the bonds of that prior or subsequent issue (except where applicable, the first payment of interest). Such further issues shall be consolidated and form a single series with the outstanding bonds of the prior issue or issues and shall mature on the same date and may be interchangeable with the bonds of the prior issue and any other bonds of the same series as may have been issued.
  4. The security (the "Global Bond") substantially in the form set out in Appendix A to this resolution together with the insertion of the specific details of the issue of bonds issued in respect of any Borrowings including amount, term and interest rate is hereby approved for all future issues of bonds as required under section 31(9) of the SCBCTA Act. The (i) Chief Executive Officer and the Chief Financial Officer, acting together or (ii) either of the persons set out in (i) above together with the Vice President, Financial Services or the Corporate Secretary and General Counsel are hereby authorized and directed in the name of and on behalf of TransLink to execute and deliver Global Bonds.
  5. The (i) Chief Executive Officer and the Chief Financial Officer, acting together or (ii) either of the persons set out in (i) above together with the Vice President, Financial Services or the Corporate Secretary and General Counsel are hereby authorized and directed in the name of and on behalf of TransLink to execute and deliver or cause to be executed and delivered any and all agreements or documents that may be required or desirable in respect of any Borrowings and execution by such persons shall be conclusive proof of their authority to act on behalf of TransLink.
  6. The (i) Chief Executive Officer and the Chief Financial Officer, acting together or (ii) either of the persons set out in (i) above together with the Vice President, Financial Services or the Corporate Secretary and General Counsel are hereby authorized for and on behalf of TransLink to take all such actions, do such things and execute with or without the seal of TransLink, and deliver all such agreements, documents or instruments as they may deem appropriate in connection with or to give effect to the foregoing, and execution by such persons shall be conclusive proof of their authority to act on behalf of TransLink.
  7. For the purposes of this resolution, any authority given to the Chief Executive Officer, the Chief Financial Officer, the Vice President Financial Services or the Corporate Secretary and General Counsel of TransLink includes a person acting for or a deputy of the Chief Executive Officer, the Chief Financial Officer, the Vice President Financial Services or the Corporate Secretary and General Counsel, as the case may be.

## **Part 2**

1. Without limiting the generality of paragraphs 1 and 2 of Part I, MFA is hereby requested and authorized to finance from time to time at the sole cost of and on behalf of and at the direction of TransLink an amount not to exceed the aggregate principal amount which together with any other outstanding debt obligations of TransLink arising from Borrowings will not exceed the Debt Obligation Cap as amended from time to time in such currency or currencies and at such rate or rates of interest, and having such maturity date or dates and with such discounts or premiums and



expenses, all as MFA deems consistent with the suitability of the bond market for the sale of securities by MFA. Requests to MFA for financing from time to time in respect of the Borrowings authorized under this paragraph shall be made in writing by either the Chief Executive Officer or the Chief Financial Officer of TransLink together with the Chair of the Board of Directors or in his or her absence or unavailability the Vice-Chair of the Board of Directors or in his or her absence or unavailability the Chair of the Audit Committee.

2. For the purpose of effecting the Borrowings set out in paragraph 1 of this Part 2, TransLink is hereby authorized to borrow up to the amount set out in paragraph 1 by entering into and executing one or more agreements pursuant to section 26 of the *Municipal Finance Authority Act* ("MFA Act") substantially in the form annexed hereto as Appendix B or such other form of agreement as MFA may from time to time determine (such agreement or agreements as may be entered into, delivered or substituted, hereinafter called the "Agreement" or "Agreements") providing for payment by TransLink to MFA of the amounts required to meet the obligations of MFA with respect to its Borrowings undertaken pursuant to this resolution, which Agreement or Agreements shall rank as debenture debt of TransLink.
3. The Agreement or Agreements shall be dated and payable in the principal amounts of money in Canadian dollars or as MFA shall determine in such other currency or currencies as shall be borrowed by MFA under paragraph 1 of this Part 2 and shall set out the schedule of repayment of the principal amount or amounts together with interest on unpaid amounts as shall be determined by the Treasurer of MFA.
4. The obligation incurred under the Agreement or Agreements shall bear interest from the date that TransLink is provided funds under the Agreement or Agreements and shall bear interest at a rate to be determined by the Treasurer and approved by the board of trustees of MFA.
5. TransLink shall raise in each year of the Agreement or Agreements sufficient sums of money to pay interest and principal falling due from time to time.
6. TransLink shall provide and pay over to MFA such sums of money as are required to discharge its obligations in accordance with the terms of the Agreement or Agreements, including all costs of any redemptions of securities by MFA before maturity and the costs of reissuing securities and any refinancing or refunding. If the sums of money provided for in the Agreement or Agreements are not sufficient to meet the obligations of MFA, any deficiency in meeting such obligations shall be a liability of TransLink to MFA and TransLink shall make provision to discharge such liability.
7. The obligations incurred under the Agreement or Agreements as to principal and interest shall be payable at the head office of MFA in Victoria and at such time or times as shall be determined by the Treasurer of MFA.
8. At the request of the Treasurer of MFA and pursuant to section 15 of the MFA Act, TransLink shall pay over to MFA such sums of money and execute and deliver such demand promissory note or notes as are required under section 15 of the MFA Act, to form part of the debt reserve fund established by MFA in connection with the financing undertaken by MFA on behalf of TransLink pursuant to the Agreement or Agreements.
9. The Agreement or Agreements and the demand promissory note or notes referred to in paragraph 8 of this Part 2 shall be sealed with the seal of TransLink and signed by the (i) Chief Executive Officer and the Chief Financial Officer, acting together or (ii) either of the persons set out in (i) above together with the Vice President, Financial Services or the Corporate Secretary and

General Counsel of TransLink and the execution by such persons shall be conclusive proof of their authority to act on behalf of TransLink.

10. The (i) Chief Executive Officer and the Chief Financial Officer, acting together or (ii) either of the persons set out in (i) above together with the Vice President, Financial Services or the Corporate Secretary and General Counsel are hereby authorized on behalf of TransLink to do all such things and to execute, with or without the seal of TransLink, and deliver all such other agreements, documents or instruments as they deem appropriate in connection with or to give effect to the foregoing and the execution by such persons shall be conclusive proof of their authority to act on behalf of TransLink. Any one of the authorized signing officers referred to above are also hereby authorized to sign and deliver any officer's certificate with or without the seal of TransLink required by MFA in relation to any financing by MFA on behalf of TransLink.
11. This resolution shall take effect on the date it is passed and adopted.

## APPENDIX A

Unless this certificate is presented by an authorized representative of CDS Clearing and Depository Services Inc. ("CDS") to South Coast British Columbia Transportation Authority (the "Issuer") or its agent for registration of transfer, exchange or payment, and any certificate issued in respect thereof is registered in the name of CDS & CO., or in such other name as is requested by an authorized representative of CDS (and any payment is made to CDS & CO. or to such other entity as is requested by an authorized representative of CDS), ANY TRANSFER, PLEDGE OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL since the registered holder hereof, CDS & CO., has a property interest in the securities represented by this certificate herein and it is a violation of its rights for another person to hold, transfer or deal with this certificate.

### SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

(continued under the *South Coast British Columbia  
Transportation Authority Act* (British Columbia))

Series: ●

ISIN CA●
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●% BOND, SERIES ●, DUE ●

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY (the "Issuer") for value received, hereby promises to pay to

CDS & CO.

as nominee of CDS Clearing and Depository Services Inc. or registered assigns, the principal sum of

● DOLLARS

in lawful money of Canada on the ● day of ●, ●, and to pay interest thereon in the meantime from the ● day of ●, ● or the last date on which interest has been paid on this Global Bond, whichever is later, at the rate of ●% per annum, in like money semi-annually on the ● day of ● and the ● day of ● in each year (each an "Interest Payment Date") in the manner provided in the Terms and Conditions attached to this Global Bond.

Upon all payments having been made by the Issuer as required herein, this Global Bond shall be void and of no further effect, whether or not this Global Bond has been marked "cancelled" or delivered for cancellation to the Issuer or the Fiscal Agent (as defined in the attached Terms and Conditions).

It is hereby certified and declared that all acts, conditions and things necessary to be done and to exist precedent to and in the issuance of this Global Bond have been properly done, fulfilled and performed and do exist in regular and due form as required by the laws of the Province of British Columbia.

Capitalized terms not defined in this Global Bond shall have the meaning assigned to them in the Fiscal Agency Agreement.

IN WITNESS WHEREOF SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY has caused the manual signature and the manual countersignature of its authorized signatories to be affixed hereto.

DATED this ● day of ●, ●.

SOUTH COAST BRITISH COLUMBIA  
TRANSPORTATION AUTHORITY

By:

Countersigned:

By:

## TERMS AND CONDITIONS OF GLOBAL BOND

1. The Bonds are issued with the benefit of and subject to a fiscal agency agreement dated for reference the ● day of ●, ● (as amended to the date of this Global Bond and as from time to time amended after the date hereof, the "Fiscal Agency Agreement") between the Issuer and ● as fiscal agent and registrar (the "Fiscal Agent", which term includes any successor fiscal agent and registrar). Copies of the Fiscal Agency Agreement and the form of this Global Bond are available for inspection at the principal corporate trust office of the Fiscal Agent in Vancouver, British Columbia (the "Vancouver Office") or, if the Fiscal Agent has designated in accordance with the Fiscal Agency Agreement a different office in Vancouver, British Columbia for such inspections, at the designated office. The Bonds and the Fiscal Agency Agreement will together constitute a contract, all the terms and conditions of which the registered holders of Bonds by acceptance of such Bonds are deemed to have notice thereof and to have assented thereto.
2. This Global Bond is registered in the name of the nominee of CDS Clearing and Depository Services Inc. ("CDS") and held by CDS. Beneficial interests in this Global Bond are represented through book-entry accounts, to be established and maintained by CDS, of financial institutions acting on behalf of beneficial owners as direct and indirect participants of CDS.
3. Except in limited circumstances, owners of beneficial interests in this Global Bond will not be entitled to have Bonds registered in their names and will not receive nor be entitled to receive certificated Bonds in definitive form. Neither the Issuer nor the Fiscal Agent will have any responsibility or liability for maintaining, supervising or reviewing any records of CDS relating to beneficial interests in this Global Bond or for any aspect of the records of CDS relating to payments made by CDS on account of such beneficial interests.
4. The Bonds shall constitute direct unsecured general obligations of the Issuer and rank concurrently and pari passu with all other unsecured notes, bonds, debentures and other like securities issued by the Issuer outstanding from time to time, other than notes, bonds, debentures and other like securities (if any) which are by their terms subordinated to the Bonds.
5. The Issuer reserves the right to appoint a replacement Fiscal Agent to act on behalf of the Issuer in respect of the Bonds, which replacement Fiscal Agent shall maintain an office in Vancouver, British Columbia. Notice of the appointment of a replacement Fiscal Agent shall be sufficient if given to registered holders of Bonds at least 30 days in advance of such appointment or, as long as the Bonds are represented by this Global Bond, such shorter period as may be agreed by CDS. However, any unintentional defect or failure in the giving of such notice shall not invalidate the appointment of the replacement Fiscal Agent. The Issuer reserves the right to act as its own fiscal agent and registrar at any time.
6. The Issuer and the Fiscal Agent may deem and treat the registered holder of the Bonds as the absolute owner for the purpose of receiving payments of principal and interest and for all other purposes notwithstanding any notice to the contrary.
7. The record date for purposes of payment of principal of and interest on the Bonds will be as of 5:00 p.m. (Vancouver time) on the sixteenth calendar day preceding the maturity date or any Interest Payment Date, as applicable. Principal of and interest on the Bonds are payable to the persons registered in the register on the relevant record date. The Fiscal Agent shall not be required to register any transfer or exchange of Bonds during the period from any record date to the corresponding payment date. Despite the foregoing provisions of this section, for so long as

the Bonds are represented by this Global Bond, payments of principal and interest on the Bonds will be paid to the registered holder entitled to such payments as determined in accordance with the regular procedures established from time to time by CDS and the Fiscal Agent.

8. All payments in respect of interest on the Bonds shall be made on each Interest Payment Date:
  - (a) in the case of this Global Bond, in accordance with the regular procedures established from time to time by CDS and the Fiscal Agent; or
  - (b) in the case of certificated Bonds in definitive form, by forwarding by post, or otherwise delivering, a cheque to the registered addresses of registered holders of definitive Bonds or, if the Issuer and the Fiscal Agent so agree, by otherwise transferring funds in respect of such interest to the credit of the registered holders of definitive Bonds.
9. Whenever it is necessary to compute any amount of interest in respect of the Bonds for a period of less than one full year, other than with respect to regular semi-annual interest payments, such interest shall be calculated on the basis of the actual number of days in the period and a year of 365 days.
10. Payments in respect of principal of and interest on the Bonds shall only be made on a day, other than a Saturday or a Sunday, on which financial institutions are open for normal business in Vancouver, British Columbia (a "Vancouver Business Day") and if any date for payment is not a Vancouver Business Day, payment shall be made on the next following Vancouver Business Day and no further interest shall be paid in respect of the delay in such payment.
11. Any notice to be given to the Issuer by a registered holder of any Bond shall be given to the Issuer by written notice from the registered holder lodged at the Vancouver Office of the Fiscal Agent.
12. The Bonds are not redeemable prior to maturity.
13. The Issuer may at any time and at any price purchase Bonds in the open market, by tender or by private contract and may at its option direct the Fiscal Agent to cancel any Bonds so purchased.
14. The Issuer may, without notice to or the consent of the registered holders of Bonds, from time to time issue and sell additional bonds ranking *pari passu* with the Bonds in all respects (or in all respects except for the payment of interest accruing prior to the issue date of such additional bonds or the first payment of interest following the issue date of such additional bonds), which additional bonds shall form a single series with the Bonds and shall have the same terms as to status or otherwise as the Bonds. Any additional bonds shall be issued with the benefit of and subject to the Fiscal Agency Agreement.
15. All notices to the registered holders of Bonds will be sufficient if sent by mail or by otherwise delivering a copy of such notice to the registered addresses of registered holders.
16. The Bonds are governed by, and shall be construed in accordance with, the laws of the Province of British Columbia.

**APPENDIX B**

BORROWING RESOLUTION DATED THE \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_

CANADA

PROVINCE OF BRITISH COLUMBIA

AGREEMENT

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

The South Coast British Columbia Transportation Authority ("TransLink") hereby promises to pay to the Municipal Finance Authority of British Columbia ("MFA") at its head office in Victoria, British Columbia, the sum of ● DOLLARS (\$) in lawful money of Canada, together with interest thereon from the ● day of ● 20●, at varying rates of interest, calculated semi-annually, in each and every year during the currency of this Agreement; and payments of principal and interest shall be as specified in the schedule attached commencing on the ● day of ● 20●, provided that in the event the payments of principal and interest hereunder are insufficient to satisfy the obligations of MFA undertaken on behalf of TransLink, TransLink shall pay over to MFA such further sums as are sufficient to discharge the obligations of TransLink to MFA.

Dated at New Westminster, British Columbia, this ● day of ●, 20●

IN TESTIMONY WHEREOF and under the authority of TransLink Board of Directors Borrowing Resolution dated ●, 20●, this Agreement is sealed with the Corporate Seal of TransLink and signed by the ● and ● of TransLink.

\_\_\_\_\_  
\_\_\_\_\_

MUNICIPAL FINANCE AUTHORITY ISSUE NO. ●  
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY BORROWING RESOLUTION  
DATED ●, 20●  
CURRENCY: CDN  
PURPOSE: OTHER

DATE	PAYMENT	PRINCIPAL SF DEPOSIT	INTEREST	ACTUARIAL ADDITION	REDUCING BALANCE
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DEBT RESERVE FUND CONTRIBUTIONS:

DEMAND NOTE  
CASH  
TOTAL



**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**BYLAW NUMBER 132-2019**

***A Bylaw imposing Motor Fuel Tax***

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
**BYLAW 132-2019**

**A Bylaw imposing Motor Fuel Tax**

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

AND WHEREAS the *Motor Fuel Tax Act* sets a rate of tax payable to the Authority, pursuant to sections 4(1)(c) and 10(1)(c) of the *Motor Fuel Tax Act*, of \$0.12 per litre;

AND WHEREAS in addition to the rate of tax payable to the Authority pursuant to sections 4(1)(c) and 10(1)(c) of the *Motor Fuel Tax Act*, the Authority has set by bylaw (pursuant to s. 27.1 of the *South Coast British Columbia Transportation Authority Act*) the rate of tax payable pursuant to sections 4(1)(d)(i) and 10(1)(d)(i) of the *Motor Fuel Tax Act* to be \$0.03 per litre;

AND WHEREAS in addition to the rate of tax payable to the Authority pursuant to sections 4(1)(c), 4(1)(d)(i), 10(1)(c) and 10(1)(d)(i) of the *Motor Fuel Tax Act*, the Authority has set by bylaw (pursuant to s. 27.11 of the *South Coast British Columbia Transportation Authority Act*) the rate of tax payable pursuant to sections 4(1)(d)(ii) and 10(1)(d)(ii) of the *Motor Fuel Tax Act* to be \$0.02 per litre; and

AND WHEREAS in addition to the rates of tax payable to the Authority pursuant to sections 4(1)(c), 4(1)(d)(i), 4(1)(d)(ii), 10(1)(c), 10(1)(d)(i) and 10(1)(d)(ii) of the *Motor Fuel Tax Act*, the Authority may set by bylaw (pursuant to s. 27.12 of the *South Coast British Columbia Transportation Authority Act*) a rate of tax payable pursuant to sections 4(1)(d)(iii) and 10(1)(d)(iii) of the *Motor Fuel Tax Act* that does not exceed \$0.015 per litre.

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

1. The rate of tax payable under sections 4(1)(d)(iii) and 10(1)(d)(iii) of the *Motor Fuel Tax Act* shall be \$0.015 per litre.
2. This Bylaw may be cited as the "South Coast British Columbia Transportation Authority Motor Fuel Tax Bylaw Number 132-2019."
3. This Bylaw comes into force and takes effect on July 1, 2019.

READ A FIRST, SECOND AND THIRD TIME this 17th day of April, 2019.

RECONSIDERED, PASSED AND FINALLY ADOPTED 17th day of April, 2019.

Original signed by Chair Gugliotta  
Tony Gugliotta, Chair

Original signed by Gigi Chen-Kuo  
Gigi Chen-Kuo,  
General Counsel and Corporate Secretary

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**BYLAW NUMBER 127-2018**

*A Bylaw imposing Parking Sales Tax*

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**BYLAW NUMBER 127-2018**

A Bylaw imposing Parking Sales Tax

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

AND WHEREAS pursuant to section 30.1 of the Act, the Authority may, by bylaw, set, as the rate of tax payable under Part 7.1 of the Act on the purchase price of the parking right in respect of which the tax is paid.

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

1. The rate of tax payable on the purchase price of parking rights under Part 7.1 of the Act shall be 24%.
2. This Bylaw may be cited as the "South Coast British Columbia Transportation Authority Parking Sales Tax Bylaw Number 127-2018."
3. This Bylaw comes into force and takes effect on July 1, 2019.

READ A FIRST, SECOND AND THIRD TIME this 6<sup>th</sup> day of December, 2018.

RECONSIDERED, PASSED AND FINALLY ADOPTED this 6<sup>th</sup> day of December, 2018.

Original signed by Lorraine Cunningham  
Lorraine Cunningham, Chair

Original signed by Gigi Chen-Kuo  
Gigi Chen-Kuo, Corporate Secretary

**GREATER VANCOUVER TRANSPORTATION AUTHORITY**

**BY-LAW NUMBER 17, 2001**

A By-Law To Establish A Power Levy

WHEREAS pursuant to the *Greater Vancouver Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the authority may, by by-law, establish a power levy and require a collector to add the power levy to every residential dwelling unit account in the transportation service region.

NOW THEREFORE the Board of Directors of the Greater Vancouver Transportation Authority enacts as follows:

1. In this By-law

“account” means an electric service account rendered to a person liable for payment for the supply of electricity supplied by or through a collector.

“collector” means the British Columbia Hydro and Power Authority, the Corporation of the City of New Westminster or a public utility as defined in the *Utilities Commission Act*.

“residential dwelling unit” means a detached house, cottage or other single family dwelling, a duplex, an apartment building, a strata lot, a townhouse, a rowhouse, a rest home or a nursing home, and includes that part of a multi-use building that is used for the purpose of a single family dwelling, but does not include:

- a) a hotel
- b) a motel
- c) a lodge
- d) a resort
- e) a hospital
- f) any other institutional building, bunk house or camp building used on commercial or construction projects, or
- g) the parts of any building that are used for any purpose other than residential.

“supply” has the same meaning as in the *Hydro and Power Authority Act*.

“transportation service region” means all municipalities and rural areas located in the Greater Vancouver Regional District, and includes any area added to the region pursuant to the *Greater Vancouver Transportation Authority Act*.

2. A power levy of \$1.90 per month is established and shall be imposed. The levy shall be added to every residential dwelling unit account in the transportation service region.
3. Every collector having a residential dwelling unit account in the transportation service region shall add the power levy to those residential dwelling unit accounts which are located within the transportation service region.
4. This By-law may be cited as the “Greater Vancouver Transportation Authority Power Levy By-law Number 17, 2001”.
5. This By-law comes into force and takes effect on March 31, 2001.

READ A FIRST, SECOND AND THIRD TIME this 31<sup>st</sup> day of March 2001.

RECONSIDERED, PASSED AND FINALLY ADOPTED this 31<sup>st</sup> day of March, 2001.

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George Fuil, Chair

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Paulette Vetleson, Secretary

Original signed

**SOUTH COAST BRITISH COLUMBIA  
TRANSPORTATION  
AUTHORITY**

**(TRANSLINK)**

**TRANSIT TARIFF**

Effective July 1, 2024

This Tariff is available for public inspection at:

1. TransLink Head Office, 400 - 287 Nelson's Court, New Westminster  
Transit Police Office, 300 - 287 Nelson's Court, New Westminster
2. The following Coast Mountain Bus Company Ltd. offices:
  - Head Office, 13401 108th Avenue, Surrey
  - Vancouver Transit Centre, 9149 Hudson Street, Vancouver
  - Burnaby Transit Centre, 3750 Kitchener Street, Burnaby
  - Hamilton Transit Centre, 4111 Boundary Road, Richmond
  - Surrey Transit Centre, 7740 132nd Street, Surrey
  - Port Coquitlam Transit Centre, 2061 Kingsway, Port Coquitlam
  - SeaBus Administration Office, 2 Chesterfield Place, North Vancouver
3. West Vancouver Transit, 221 Lloyd Avenue, North Vancouver
4. British Columbia Rapid Transit Company Ltd., 6800 - 14th Avenue, Burnaby
5. West Coast Express Limited, 54B - 601 West Cordova Street, Vancouver
6. HandyDART Operator – First Transit Canada Inc., 17535 - 55B Avenue, Surrey
7. TransLink Website: [www.translink.ca](http://www.translink.ca)



## **GENERAL**

All persons using TransLink's transit system must comply with this Tariff. This includes, but is not limited to, the requirement to pay sufficient fare and possess valid fare media / proof of payment at all times while in a fare paid zone as more specifically set out herein. Any individual failing to comply with the terms and conditions contained in this Tariff may be subject to fines or any other measures or consequences available to TransLink.

TRANSLINK – TRANSIT TARIFF	Date: July 1, 2024
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**PART A - Definitions**

In this Transit Tariff, the following terms will have the following meanings:

<b>Add-Fare</b>	Additional fare amount equivalent to the difference in fares as set out in Appendix “2” of this Tariff.
<b>Adult</b>	Person who is not a Child, Youth or Senior.
<b>Adult Fare</b>	Fare required to: <ul style="list-style-type: none"> <li>(i) obtain the Single Fare (Adult) required to travel on Conventional Transit and HandyDART for the applicable Hours and Zones, as set out in Appendix “2”;</li> <li>(ii) obtain an Adult WCE One-Way Fare to travel on WCE Service, for the applicable Hours and Zones, as set out in Appendix “2”; and</li> <li>(iii) travel between Canada Line Bridgeport and Templeton Stations, as set out in Appendix “2” as an Add-Fare, in addition to one of the fares described in paragraphs (i) or (ii) above.</li> </ul>
<b>Attendant</b>	A person who is required to accompany and assist an Eligible HandyDART User in using HandyDART service or a HandyCard Holder in using Conventional Transit or WCE Service.
<b>Bus Service</b>	Conventional Bus and HandyDART service provided by or on behalf of TransLink.
<b>Business Day</b>	Any day other than a Saturday, Sunday, or Statutory Holiday.
<b>Bus Transfer</b>	A single use transfer issued to passengers paying by cash or FareSaver for travel on Bus Service. This single use transfer will allow a passenger to transfer between Bus Service buses within the Transfer Time, but is not valid for travel on Conventional SkyTrain and SeaBus or WCE Service.
<b>Card Reader</b>	A card and ticket reader, Fare Gate, mobile validator, bus or rail station validator or any other mechanism implemented by TransLink from time to time, used by passengers to Tap In and/or Tap Out.
<b>Child</b>	Person who is 12 years of age or younger.
<b>Compass Card</b>	A long-term use, reusable electronic Compass farecard or Compass Wearable for transit use in TransLink’s Transportation Service Region and WCE Service and Bus Service to the WCE Mission station in the District of Mission and which is subject to the Compass Card Terms and Conditions of Use.
<b>Compass Card Terms and Conditions of Use</b>	The Compass Card Terms and Conditions of Use as amended from time to time by TransLink in its absolute discretion, a copy of which is posted on TransLink’s website at <a href="http://www.translink.ca">www.translink.ca</a> .

TRANSLINK – TRANSIT TARIFF	Date: July 1, 2024
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**Compass Customer Service** Customer service that can be reached by calling 604.398.2042, by emailing or by mail at PO Box 2212, Station Terminal, Vancouver, V6B 3W2.

**Compass Fare Media** Compass Tickets, Compass Cards and any other electronic Compass fare media issued by or on behalf of TransLink.

**Compass Retailer** TransLink-authorized vendor of Compass Cards.

**Compass Ticket** A single or limited use electronic ticket for transit use in TransLink’s Transportation Service Region and WCE Service and Bus Service to the WCE Mission station in the District of Mission and which is subject to the Compass Ticket Terms and Conditions of Use.

**Compass Ticket Terms and Conditions of Use** The Compass Ticket Terms and Conditions of Use as amended from time to time by TransLink in its absolute discretion, a copy of which is posted on TransLink’s website at [www.translink.ca](http://www.translink.ca).

**Compass Vending Machine** A vending machine located outside Fare Paid Zones for the sale of:

- (i) Compass Tickets, Compass Cards (excluding Compass Wearables) or other Compass fare media; and/or
- (ii) Compass fare products which may be loaded or issued on Compass Fare Media,

by or on behalf of TransLink.

**Compass Wearable** A long-term use, reusable electronic Compass smart-chip enabled wearable product or device, other than a long-term use, reusable electronic farecard or Compass Ticket, issued by or on behalf of TransLink for transit use in TransLink’s Transportation Service Region.

**Contactless Payment** A contactless payment card or contactless payment method issued by third parties other than TransLink and accepted by TransLink for the purposes of the contactless payment of fares in accordance with this Tariff, but excluding all Compass Fare Media issued by or on behalf of TransLink. TransLink’s accepted contactless payment cards, brands and methods of payment are posted on TransLink’s website at [www.translink.ca](http://www.translink.ca).

**Conventional Bus** Transit service provided by or on behalf of TransLink in the Transportation Service Region on transit buses, and a bus service extension between Haney Place Exchange and the WCE Mission station, except SeaBus service, SkyTrain service WCE Service and HandyDART service.

**Conventional SkyTrain and SeaBus** Transit service provided by or on behalf of TransLink in the Transportation Service Region on SkyTrain and SeaBus, except Conventional Bus service, WCE Service, HandyDART service and Canada Line service between Bridgeport and Templeton Stations.

**Conventional Transit** Conventional Bus and Conventional SkyTrain and SeaBus transit service provided by or on behalf of TransLink.

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**Eligible HandyDART User** Person who:

- (i) has a temporary or permanent physical or cognitive disability, confirmed by a medical practitioner, that is sufficiently severe that he or she is unable, without assistance, to use Conventional Transit; and
- (ii) has completed TransLink’s registration process and has been approved by TransLink as a HandyDART user.

**Employee Pass Holder** Person who is:

- (i) an employee or a board member of TransLink or a TransLink subsidiary, or a member of the Mayors’ Council on Regional Transportation;
- (ii) a spouse or dependant child of an employee described in paragraph (i);
- (iii) a retired, former full-time employee of TransLink or TransLink subsidiary who retired after 2 or more years of employment (or who, after 5 or more years of employment, ceased employment by reason of medically proven total disability);
- (iv) a retired, former full-time employee of BC Transit who retired prior to April 1, 1999;
- (v) a spouse of a person described in paragraph (iii) or (iv) above;
- (vi) a full-time employee of a HandyDART Operating Company; or
- (vii) an employee of an Operating Company that has been designated and approved by TransLink as eligible for Employee Passes, and has been issued an Employee Pass as set out in Appendix “2”.

**Excursion Fare** If using Stored Value, a fare equivalent to a Single Fare (Adult) or Single Fare (Concession), as applicable, based on the applicable Hours at the Stored Value rate, as set out in Appendix “2”.

If using Contactless Payment, a fare equivalent to a Single Fare (Adult) based on the applicable Hours at the Contactless Payment rate, as set out in Appendix “2”.

**Exit Ticket** A Compass Ticket purchased from an Exit Ticket Machine that will allow a passenger to proceed through a Fare Gate to exit a Fare Paid Zone upon payment of the fare for such Exit Ticket as set out in Appendix “2”.

**Exit Ticket Machine** A vending machine located within Fare Paid Zones for the sale of Exit Tickets.

**Fare Gate** A physical fare gate located at the entry and exit points of a Fare Paid Zone.

**Fare Paid Zones** All transit vehicles (including buses, HandyDART vehicles, SeaBuses, SkyTrain cars and WCE cars), all areas within Fare Gates, regardless of whether such Fare Gates are open or closed, and any other transit property designated as “fare paid zones” from time to time by TransLink.

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**HandyCard Holder** Resident of the Transportation Service Region who:

- (i) is a person with a permanent physical or cognitive disability, confirmed by a medical practitioner, which is sufficiently severe that he or she is unable, without assistance, to use Conventional Transit; and
- (ii) has completed TransLink’s registration process and been issued a HandyCard.

**HandyDART** Custom transit service which provides Eligible HandyDART Users with accessible service from a pick-up location to a drop-off location, in accordance with the policies, procedures and guidelines of TransLink’s Custom Transit Policy & Procedure Manual.

**Hours** Regular Hours and Off-Peak Hours.

**In-System Time** The time from Tap In as set out in Appendix “2” within which passengers may complete their journey and Tap Out without paying additional fare, excluding any applicable Add-Fare which shall remain payable, provided that any Tap In for the last part of the journey must occur prior to the expiry of the Transfer Time.

**Maximum Fare** If using Stored Value, the maximum fare will be the Adult Fare or Single Fare (Concession) payable for travel:

- (i) on Bus Service, for travel during Regular Hours and Off-Peak Hours for Bus Service;
- (ii) on Conventional SkyTrain and SeaBus and WCE Service, for one Zone during Off-Peak Hours for Conventional SkyTrain and SeaBus and WCE Service; and
- (iii) on Conventional SkyTrain and SeaBus and WCE Service, the maximum number of Zones during Regular Hours, based on the Stored Value rate for Conventional SkyTrain and SeaBus and WCE Service,

as set out in Appendix “2”.

If using a Period Pass, and travelling outside the Zone(s) within which such Period Pass is valid, the maximum fare will be the applicable Add-Fare, based on the cash rate, as set out in Appendix “2”.

If using Contactless Payment, the maximum fare will be the Adult Fare payable for travel:

- (i) on Bus Service, for travel during Regular Hours and Off-Peak Hours for Bus Service;
- (ii) on Conventional SkyTrain and SeaBus and WCE Service, for one Zone during Off-Peak Hours for Conventional SkyTrain and SeaBus and WCE Service; and
- (iii) on Conventional SkyTrain and SeaBus and WCE Service, the maximum number of Zones during Regular Hours, based on the Contactless Payment rate for Conventional SkyTrain and SeaBus and WCE Service,

as set out in Appendix “2”.

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<b>Mobility Device</b>	Wheelchair or scooter required by a passenger with a physical disability.
<b>Off-Peak Hours</b>	Hours of service after 6:30 p.m. from Monday to Friday (excluding Statutory Holidays), and all day on Saturday, Sunday and Statutory Holidays.
<b>Operating Company</b>	A company, including a subsidiary of TransLink, operating transit service on behalf of TransLink.
<b>Period Pass</b>	The electronic equivalent of a pass based on a calendar period (including DayPasses and Monthly Passes), and loaded on a Compass Card, or in the case of DayPasses only loaded on a Compass Ticket.
<b>Proof of Payment</b>	Verifiable Compass Fare Media and Verifiable Contactless Payment, designated as proof of payment in Appendix “2” and personal identification as required in Appendix “2”, with respect only to Bus Service, FareSavers, and Bus Transfers, and with respect only to Conventional SkyTrain and SeaBus, RFID Cards and personal identification as required in Appendix “2”.
<b>Registered Users</b>	Passengers who have acquired a Compass Card and successfully registered such Compass Card with TransLink on TransLink’s Compass website at <a href="http://www.compasscard.ca">www.compasscard.ca</a> , through Compass Customer Service or in person at the TransLink Customer Service Centre, all in accordance with the Compass Card Terms and Conditions of Use.
<b>Regular Hours</b>	Hours of service other than Off-Peak Hours.
<b>RFID Card</b>	A long-term use, reusable radio frequency identification fare card issued under the Universal Fare Gate Access Program for opening Fare Gates for transit use on Conventional SkyTrain and SeaBus and which is subject to the RFID Card Terms and Conditions of Use.
<b>RFID Cardholder</b>	Resident of the Transportation Service Region who: <ul style="list-style-type: none"> <li>(i) is a person who travels independently and due to a disability, confirmed by a medical practitioner, is physically not able to tap fare media, without assistance, at a Fare Gate; and</li> <li>(ii) has completed TransLink’s registration process for the Universal Fare Gate Access Program and been issued a RFID Card.</li> </ul>
<b>RFID Card Terms and Conditions of Use</b>	The RFID Card Terms and Conditions of Use as amended from time to time by TransLink in its absolute discretion, a copy of which is posted on TransLink’s website at <a href="http://www.translink.ca">www.translink.ca</a> .

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<b>Senior</b>	A person who is 65 years of age or older and holds: <ul style="list-style-type: none"> <li>(i) (ii) a valid driver’s license, passport, birth certificate indicating date of birth;</li> <li>(iii) a Health and Welfare Canada Old Age Security Identification Card; or</li> <li>(iv) equivalent picture identification issued by any national, provincial or state government agency showing age or date of birth.</li> </ul>
<b>SkyTrain</b>	Rail rapid transit service on the Expo Line, Millennium Line, including the Evergreen Extension, and Canada Line.
<b>Statutory Holidays</b>	New Year’s Day, Family Day, Good Friday, Victoria Day, Canada Day, BC Day, Labour Day, National Day for Truth and Reconciliation, Thanksgiving Day, Remembrance Day, Christmas Day and Boxing Day.
<b>Stored Value</b>	The electronic equivalent of cash stored on a Compass Card, excluding the deposit payable at the time a Compass Card is acquired in accordance with the Compass Card Terms and Conditions of Use.
<b>Tap In</b>	The presentation and acceptance of Compass Fare Media, loaded or issued with a fare as set out in Appendix “2”, or the presentation and acceptance of Contactless Payment, at a Card Reader as a valid form of fare payment to commence a single transit trip and for entry into a Fare Paid Zone.
<b>Tap Out</b>	The presentation and acceptance of Compass Fare Media, loaded or issued with a fare as set out in Appendix “2”, or the presentation and acceptance of Contactless Payment, at a Card Reader as a valid form of fare payment to complete a single transit trip and to exit a Fare Paid Zone.
<b>TaxiSaver Coupons</b>	Coupons that may be: <ul style="list-style-type: none"> <li>(i) purchased by HandyCard Holders from TransLink at 50% of the face value of the coupons; and</li> <li>(ii) used by HandyCard Holders described in paragraph (i) to pay their metered taxi fare, up to the face value of the coupons, when travelling on taxis operated by participating taxi companies in the Transportation Service Region.</li> </ul>
<b>Transfer Time</b>	The time from: <ul style="list-style-type: none"> <li>(i) validation of a FareSaver;</li> <li>(ii) issuance of a Bus Transfer; or</li> <li>(iii) Tap In of Compass Fare Media or of Contactless Payment,</li> </ul> as set out in Appendix “2”, within which passengers may transfer to another transit vehicle, without paying additional fare, excluding any applicable Add-Fare which shall remain payable.
<b>Transit Employee</b>	Employee of TransLink or its subsidiaries, or an Operating Company, or an employee of an agent or contractor of TransLink or its subsidiary.
<b>Transit Police</b>	South Coast British Columbia Transportation Authority Police Service.

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<b>TransLink</b>	South Coast British Columbia Transportation Authority.
<b>TransLink Customer Service Centre</b>	The customer service centre is located at Waterfront SkyTrain Station.
<b>Transportation Service Region</b>	All municipalities and rural areas located within the Greater Vancouver Regional District.
<b>U-Pass BC Student</b>	<p>Person who:</p> <ul style="list-style-type: none"> <li>(i) is attending a post-secondary educational institution that has entered into a written agreement with TransLink to participate in the U-Pass BC program;</li> <li>(ii) has been issued a valid student card from such post-secondary educational institution, and displays such valid student card, together with valid government issued photo identification if there is no photograph on the student card; and</li> <li>(iii) has obtained a Compass Card and loaded such Compass Card with the benefits available to the holder of a U-Pass BC.</li> </ul>
<b>Verifiable Compass Fare Media</b>	Compass Fare Media loaded or issued with the required fare for the applicable Hours and Zones, as set out in Appendix “2” and Tapped In.
<b>Verifiable Contactless Payment</b>	Contactless Payment which has been Tapped In.
<b>WCE</b>	West Coast Express Limited, a subsidiary of TransLink.
<b>WCE Service</b>	Commuter rail transit service provided by WCE between Vancouver and Mission.
<b>Youth</b>	<p>Person who:</p> <ul style="list-style-type: none"> <li>(i) is between the ages of 13 and 18 years (inclusive); and</li> <li>(ii) holds: <ul style="list-style-type: none"> <li>(A) a valid school identification card issued by any secondary school which displays such person’s photograph, name and school and validated, in the space provided, by an official of the school; or</li> <li>(B) a valid picture identification issued by any national, provincial or state government agency showing age or date of birth.</li> </ul> </li> </ul>
<b>Zones</b>	Designated fare zones for Conventional Transit, WCE Service and HandyDART service as shown in Appendix “1” of this Tariff.

Any capitalized fare products referenced in this Tariff, that are not defined above, will have the meanings set out in Appendix “2”.



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## **PART B - Terms & Conditions**

### **1. APPLICABILITY**

- (a) The terms and conditions contained in this Tariff are applicable to transit services operated by or on behalf of TransLink within the Transportation Service Region and WCE Service and Bus Service to the WCE Mission station in the District of Mission.
- (b) The use of Contactless Payment, FareSavers and Bus Transfers is governed by this Tariff.
- (c) The use of Compass Fare Media is governed by this Tariff together with the Compass Card Terms and Conditions of Use and the Compass Ticket Terms and Conditions of Use, as applicable. Any inconsistencies between this Tariff and the Compass Card Terms and Conditions of Use or the Compass Ticket Terms and Conditions of Use shall be resolved in favour of this Tariff.
- (d) The use of RFID Cards is governed by this Tariff together with the RFID Card Terms and Conditions of Use. Any inconsistencies between this Tariff and the RFID Card Terms and Conditions of Use shall be resolved in favour of this Tariff.

### **2. ENFORCEABILITY**

- (a) This Tariff is authorized by and made pursuant to the *BC South Coast British Columbia Transportation Authority Act*.
- (b) Any Transit Employee may exercise all of the rights of TransLink under this Tariff and enforce all provisions of this Tariff.

### **3. SERVICE DELIVERY/NON-GUARANTEE**

- (a) Transit services operated by or on or behalf of TransLink are under continuous review and subject to change. While efforts are made to advise the public of service revisions and schedule adjustments, TransLink does not undertake or guarantee that any transit service will be operated in accordance with published timetables and notices, or at all.
- (b) Further, TransLink does not undertake or guarantee that HandyDART service will be operated in accordance with scheduled reserved trips, or at all.
- (c) TransLink, its subsidiaries, and their Boards of Directors and employees, are not responsible for any loss, damage or inconvenience caused by any operating failure, transit service disruption or any lack of or delay in transit service.

### **4. REFUSAL OF TRANSPORTATION**

- (a) TransLink reserves the right to refuse to carry in any transit vehicle, or cause to be removed from any transit vehicle, Fare Paid Zone or other transit property:
  - (i) any person who is sick, intoxicated, boisterous, disorderly or profane, or who for any other reason may be offensive or dangerous or pose a risk to others or their property;

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- (ii) any person who does not tender the required fare as set out in Appendix “2” or does not possess and present valid Proof of Payment;
- (iii) any person who, in the sole discretion of TransLink, uses or fails to use a Fare Gate in any manner other than as permitted by this Tariff, the Compass Card Terms and Conditions of Use, the Compass Ticket Terms and Conditions of Use and the RFID Card Terms and Conditions of Use including, but not limited to, proceeding over or under a Fare Gate, forcing a Fare Gate open or closed, holding a Fare Gate open for more than one passenger to proceed through a Fare Gate at one time based on one Tap In (with the exception of Children and Attendants as permitted by subsection 5(i) of this Part B), or vandalizing, damaging or in any way marking a Fare Gate;
- (iv) any passenger with a Mobility Device that a Transit Employee considers unsafe;
- (v) anything (including baggage) that, in the sole opinion of a Transit Employee, might cause inconvenience to others, soil or damage transit property, or represent a safety hazard; or
- (vi) any person who does not comply with the terms and conditions of this Tariff.

## 5. REQUIREMENT TO PAY FARE AND POSSESS PROOF OF PAYMENT

- (a) Except as otherwise permitted by this Tariff, all persons (other than Transit Employees acting in the course of duty and contractors and licensees of TransLink or any Operating Company requiring access solely for work purposes) boarding a transit vehicle or entering a Fare Paid Zone must:
  - (i) pay an Adult Fare as set out in Appendix “2” prior to boarding a transit vehicle or entering a Fare Paid Zone;
  - (ii) if travelling with a FareSaver or Bus Transfer, obtain a valid FareSaver, or Bus Transfer for an Adult fare as set out in Appendix “2” prior to boarding a Bus Service, and validate such FareSaver as set out in Section 11(a);
  - (iii) if travelling with Compass Fare Media: (A) Tap In the Compass Fare Media loaded or issued with the required fare for the applicable Hours and Zones as set out in Appendix “2” when entering a Fare Paid Zone, and (B) Tap Out the Compass Fare Media loaded or issued with Verifiable Compass Fare Media when exiting a Fare Paid Zone, except as provided in Section 5(c);
  - (iv) if travelling with Contactless Payment: (A) Tap In the Contactless Payment when entering a Fare Paid Zone, and (B) Tap Out the Contactless Payment when exiting a Fare Paid Zone, except as provided in Section 5(c);
  - (v) possess Proof of Payment for the entire duration of his or her journey; and
  - (vi) present Proof of Payment to any Transit Employee upon request.

If using a mobile phone or other contactless device for Contactless Payment, such phone or device must have sufficient battery or charge to complete the journey and Tap Out, and to possess and present Proof of Payment as required in this Tariff.

Failure to comply with the foregoing may result in fines being levied and/or other consequences imposed pursuant to the *BC South Coast British Columbia Transportation Authority Act* and a Maximum Fare being deducted from a Compass Card or charged to a Contactless Payment, if applicable.

- (b) For passengers using a Compass Card with Stored Value for travel on Conventional Transit, the minimum Stored Value for entry into a Fare Paid Zone is \$0.01. For passengers using a Compass

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Card with Stored Value for travel on WCE Service, the minimum Stored Value for entry into a Fare Paid Zone is the amount equal to the Adult WCE One-Way Fare for one Zone during Regular Hours, based on the Stored Value rate for WCE Service as set out in Appendix “2”. No minimum Stored Value is required for entry for passengers using a valid Period Pass for travel on either Conventional Transit or WCE Service. For passengers using Contactless Payment, if the Contactless Payment has unpaid fares for previous travel, the passenger will not be able to use the Contactless Payment for travel until the amount owed has been paid in full by calling Compass Customer Service or by visiting the TransLink Customer Service Centre.

- (c) Passengers using Compass Fare Media or Contactless Payment for travel on Bus Service must Tap In when boarding a Bus Service vehicle but are not required to Tap Out when departing the Bus Service vehicle.
- (d) Subject to subsection 5(c) above, passengers who Tap In but fail to Tap Out, or Tap Out but fail to Tap In, will be charged a Maximum Fare. Passengers are responsible for ensuring that the same Contactless Payment or Compass Fare Media, as the case may be, used to Tap In is used to Tap Out to avoid being charged Maximum Fare on each such fare media used.
- (e) Passengers will have the Transfer Time and/or In-System Time for the applicable Proof of Payment as set out in Appendix “2”. Passengers using Compass Fare Media or Contactless Payment who transfer to another vehicle and Tap In after expiry of the Transfer Time will be charged the applicable fare as set out in Appendix “2” as if the passenger is beginning a new journey. Passengers who complete their journey and Tap Out (except on Bus Service) after expiry of the In-System Time will be charged an additional fare equal to Maximum Fare.
- (f) Passengers with Compass Cards, Compass Tickets or Contactless Payment may travel at no cost between Canada Line stations located on Sea Island. Passengers without Compass Cards, Compass Tickets or Contactless Payment seeking to travel at no cost between Canada Line stations located on Sea Island must first obtain a zero-value Sea Island Compass Ticket from a Compass Vending Machine. A zero-value Sea Island Compass Ticket will not allow entry to or exit from TransLink’s transit system outside of the Canada Line stations located on Sea Island.
- (g) Passengers using a Compass Card with Stored Value or Contactless Payment for travel who unintentionally enter a Fare Paid Zone and Tap In using Stored Value or Contactless Payment at a SkyTrain station, at a SeaBus terminal or at a WCE Station to begin a new journey, can reverse the transaction if:
  - (i) on Conventional SkyTrain and SeaBus, the passenger Taps Out to exit the Fare Paid Zone at the same SkyTrain or at the same SeaBus station if such Tap Out occurs within 21 minutes after Tap In at the SkyTrain Station or SeaBus terminal; and
  - (ii) on WCE, the passenger Taps Out to exit the Fare Paid Zone at the same WCE Station within 60 minutes after Tap In at the WCE Station.

Passengers can request bus driver to reverse a transaction resulting from an unintentional Tap In on a Bus Service. If the Tap Out on Conventional SkyTrain and SeaBus or WCE Service occurs within the applicable In-System Time as set out in Appendix “2” but later than the time periods set out in this subsection 5(g) above, the passenger will be charged an Excursion Fare.

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- (h) Except as permitted by this Tariff, Proof of Payment is not transferable and must not be used by any person, unless it was purchased for use by such person at the required fare as set out in Appendix “2”. Use of Proof of Payment by any person other than to whom it was issued or by whom it was purchased is fraudulent use of Proof of Payment.
- (i) Except as permitted by this Tariff, multiple passengers are not permitted to travel on a single Compass Card or Contactless Payment, and all persons proceeding past a Card Reader into a Fare Paid Zone must Tap In. No more than one person is permitted to proceed through a Fare Gate at any one time based on the Tap In of Compass Fare Media loaded or issued with valid fare or Contactless Payment as set out in Appendix “2”, provided that:
- (i) Children as set out in Table “2” (Exemptions) of Appendix “2” are not required to Tap In and may proceed through a Fare Gate with a fare paying passenger who has Tapped In and possesses sufficient Proof of Payment, or otherwise as permitted by TransLink, and
- (ii) Attendants as set out in Table “2” (Exemptions) of Appendix “2” are not required to Tap In and may proceed through a Fare Gate together with and at the same time as a HandyCard Holder or accompanying passenger, as applicable, who has Tapped In and possesses sufficient Proof of Payment.
- A RFID Cardholder is not required to Tap In or Tap Out on Conventional SkyTrain and SeaBus and may proceed through a Fare Gate on Conventional SkyTrain and SeaBus opened by the RFID Cardholder’s RFID Card.
- (j) Any Compass Fare Media, FareSaver, Bus Transfer or RFID Card is invalid if mutilated, altered, taped, waxed, validated more than once (in the case of FareSavers), modified in any manner, or expired. Contactless Payment is invalid if damaged, expired or does not have sufficient battery or charge to Tap In, complete the journey, Tap Out and/or to possess and present as Proof of Payment as required under this Tariff.
- (k) If a Transit Employee is of the opinion that Proof of Payment is being used fraudulently or improperly by any passenger, in addition to any other rights and remedies available to TransLink, the passenger must immediately pay an Adult Fare as set out in Appendix “2” prior to continuing his or her journey and, except in the case of Contactless Payment, surrender the Proof of Payment to the Transit Employee upon request. The passenger will not be entitled to any refund of payment or other compensation with respect to the specific transit trip during which the passenger was required to pay an Adult Fare as set out in this subsection 5(k).
- (l) In addition to any other rights and remedies available to TransLink, if a Transit Employee is not satisfied with the validity of Proof of Payment or identification demonstrating eligibility for any fare as set out in Appendix “2” other than an Adult Fare, passengers must:
- (i) pay an Adult Fare as set out in Appendix “2”; and
- (ii) obtain Proof of Payment for an Adult Fare as set out in Appendix “2”,
- before continuing their journey.
- (m) If a passenger travelling with a FareSaver or Bus Transfer on Bus Service loses Proof of Payment as set out in Appendix “2” prior to exiting a Fare Paid Zone, the passenger must immediately

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purchase a new Bus Transfer and retain the Bus Transfer as Proof of Payment for the duration of the passenger’s journey while in a Fare Paid Zone.

- (n) If a passenger travelling with Compass Fare Media or Contactless Payment on Conventional Transit or WCE Service, who has Tapped In upon entry into a Fare Paid Zone with Compass Fare Media loaded or issued with the required fare, or Contactless Payment, loses Proof of Payment as set out in Appendix “2” prior to Tapping Out and exiting a Fare Paid Zone, the passenger must:
- (i) if travelling on Bus Service, immediately purchase a new Bus Transfer and retain the Bus Transfer as Proof of Payment for the duration of the passenger’s journey while in a Fare Paid Zone; or
  - (ii) if travelling on Conventional SkyTrain and SeaBus or WCE Service, immediately purchase an Exit Ticket and retain the Exit Ticket as Proof of Payment for the duration of the passenger’s journey while in a Fare Paid Zone.

Exit Tickets are available for purchase at Exit Ticket Machines located within SkyTrain and SeaBus stations. Availability of Exit Tickets or any other form of fare media, including Compass Fare Media or Contactless Payment, do not in any manner exempt passengers from being required to possess Proof of Payment at all times while in a Fare Paid Zone and a valid Exit Ticket or other form of Verifiable Compass Fare Media or Verifiable Contactless Payment must be in the possession of the passenger to constitute valid Proof of Payment.

- (o) If an RFID Cardholder travelling on Conventional SkyTrain or SeaBus loses the RFID Card prior to exiting a Fare Paid Zone, the passenger must immediately purchase an alternative form of new Proof of Payment at the full Adult Fare as set out in this Tariff and retain such Proof of Payment for the duration of the RFID Cardholder’s journey while in the Fare Paid Zone.
- (p) All Compass Fare Media, FareSavers, Bus Transfers and RFID Cards are the property of TransLink. All Compass Fare Media, FareSavers, Bus Transfers and RFID Cards or any fare product loaded or stored thereon as set out in Appendix “2”, may be cancelled by TransLink at any time and must be surrendered to TransLink or a Transit Employee upon request.
- (q) For passengers travelling with Contactless Payment:
- (i) Tap In and Tap Out with Contactless Payment authorizes TransLink to charge the applicable fare as set out in Appendix “2”, including any Maximum Fare or unpaid fares, to the Contactless Payment.
  - (ii) If the Contactless Payment is declined when TransLink submits it for payment of the applicable fare, the passenger authorizes TransLink to seek to obtain payment using the Contactless Payment again on a number of additional occasions until payment is made.
  - (iii) If the Contactless Payment is declined when TransLink submits it for payment, TransLink will also attempt to collect any unpaid fares the next time the Contactless Payment is used to Tap In or Tap Out or touched to a Card Reader. Alternatively, any such unpaid fares may be paid by by calling Compass Customer Service or by visiting the TransLink Customer Service Centre.

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## 6. FARES OTHER THAN ADULT FARES

- (a) The persons described in Table “1” of Appendix “2” are entitled to use the forms of Proof of Payment described in such table, in accordance with the conditions and restrictions set out therein.
- (b) Any passenger paying a fare other than an Adult Fare as set out in Appendix “2”, presenting Proof of Payment for a fare other than an Adult Fare as set out in Appendix “2”, or presenting a non-transferable Proof of Payment, must present evidence of eligibility for, or entitlement to, such fare or Proof of Payment to a Transit Employee upon request. The evidence must be satisfactory to any Transit Employee who requests such evidence and must be picture identification issued by any national, provincial or state government agency showing age or date of birth and/or as otherwise required by this Tariff.
- (c) In addition to any other rights and remedies available to TransLink, a Transit Employee is entitled to seize any FareSaver, Bus Transfer, Compass Fare Media and/or RFID Card if he or she is not satisfied as to the validity of the identification produced as proof of eligibility for any fare set out in Appendix “2” other than an Adult Fare, or as to the identity of the holder as being the person indicated on such identification. After seizure, a Single Fare (Adult) or WCE One-Way Fare (Adult), as applicable, as set out in Appendix “2” must be paid. With respect to any form of identification authorized or issued by or on behalf of TransLink, such identification must be surrendered to TransLink or a Transit Employee upon request.
- (d) TransLink reserves the right to withhold any FareSaver, Bus Transfer, Compass Fare Media and/or RFID Card from any person who has not complied with the terms of this Tariff or has previously been required to surrender any FareSaver, Bus Transfer, Compass Fare Media and/or RFID Card.

## 7. ADD-FARES

- (a) A passenger must upgrade any Proof of Payment for travel in additional fare Zones or for an additional transit service beyond that for which the passenger has already paid by paying, in advance of entering a Zone or use of additional transit service for which the passenger has not paid the applicable fare, an Add-Fare equivalent to the difference in fares as set out in Appendix “2”. Proof of Payment may be upgraded with Add-Fare as follows:
  - (i) ***FareSavers and Bus Transfers*** - FareSavers and Bus Transfers are not valid for travel on Conventional SkyTrain and SeaBus or WCE Service, and therefore are not eligible for upgrading with Add-Fare. Passengers must purchase other forms of Compass Fare Media loaded or issued with a fare as set out in Appendix “2” or Tap In with Contactless Payment for any travel in additional fare Zones or for an additional transit service;
  - (ii) ***Compass Card*** - passengers may purchase Add-Fare by loading a Compass Card with Stored Value at Compass Vending Machines located at the entrance to SkyTrain stations, WCE Stations and SeaBus stations. For passengers travelling on a valid Period Pass who require Add-Fare, the Add-Fare will be charged to the passenger’s Compass Card Stored Value at the applicable cash fare rates set out in Appendix “2”; or

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(iii) **Compass Ticket** - passengers may purchase Add-Fare by upgrading an existing Compass Ticket at Compass Vending Machines located at the entrance to SkyTrain stations, WCE Stations and SeaBus stations, with upgrades to zero-value Sea Island Compass Tickets requiring, in addition to any other fare required by Appendix “2”, the Add-Fare required to travel outside the Canada Line stations located on Sea Island.

(b) Passengers must retain upgraded Proof of Payment while in a Fare Paid Zone.

## 8. EXEMPTIONS FROM PAYMENT/DISCOUNTS

(a) The persons described in Table “2” (Exemptions) of Appendix “2” are entitled to the exemptions described in such table, in accordance with the conditions and restrictions set out therein.

(b) The TransLink Board of Directors may, from time to time, reduce the fares as set out in Appendix “2” required to be paid by this Tariff on selected days and for a limited number of days to promote the introduction of new transit services, to encourage the use of specific transit services, or to facilitate travel for special or seasonal events without the necessity of amending this Tariff to reflect such temporary fare modification.

(c) TransLink and its subsidiaries may, from time to time, provide fare media, including any fare media loaded or issued with a fare as set out in Appendix “2”, at no charge:

- (i) for promotional purposes, service recovery, fare replacement, or advertising; and/or
- (ii) to specified persons or categories of persons as authorized by resolution of the TransLink Board of Directors from time to time.

(d) TransLink may, upon request and subject to eligibility, provide Compass Fare Media loaded or issued with a fare as set out in Appendix “2” at no charge to Police Departments within the Transportation Service Region for use by undercover police officers while on duty. Requests should be directed to Transit Police.

(e) TransLink has absolute discretion in making decisions regarding fare reductions, or provision of FareSavers, Bus Transfers and Compass Fare Media, including those products loaded or issued with a fare as set out in Appendix “2”, at no charge, under this Tariff.

## 9. PURCHASE OF PROOF OF PAYMENT

(a) **Conventional Transit** - Compass Fare Media and fares set out in Appendix “2” for travel on Conventional Transit may only be purchased directly from TransLink, an Operating Company or a Compass Retailer as set out in the Compass Card Terms and Conditions of Use and Compass Ticket Terms and Conditions of Use, as applicable. Period Passes for use on Conventional Transit are not available at Compass Vending Machines located at certain WCE stations. Contactless Payment cards which may be accepted by TransLink are issued by financial institutions and not by TransLink.

(b) **WCE Service** - Compass Fare Media and fares set out in Appendix “2” for travel on WCE Service may only be purchased directly from TransLink, an Operating Company or a Compass Retailer as set out in the Compass Card Terms and Conditions of Use and Compass Ticket Terms and Conditions of Use, as applicable. Compass Tickets for WCE Service are only available at

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Compass Vending Machines located at WCE stations and Waterfront Station. Contactless Payment cards which may be accepted by TransLink are issued by financial institutions and not by TransLink.

- (c) **HandyDART** - Adult FareSavers may only be purchased directly from TransLink or an Operating Company while available for sale. Compass Fare Media and fares set out in Appendix “2” for travel on HandyDART may only be purchased directly from TransLink, an Operating Company or a Compass Retailer as set out in the Compass Card Terms and Conditions of Use and Compass Ticket Terms and Conditions of Use, as applicable. Period Passes for use on HandyDART are not available at Compass Vending Machines located at certain WCE stations. Contactless Payment cards which may be accepted by TransLink are issued by financial institutions and not by TransLink.

- (d) **TaxiSaver Coupons** - Each month, a HandyCard Holder is eligible to purchase TaxiSaver Coupons, with a face value of up to \$100, by visiting the TransLink Customer Service Centre or through the mail from:

Access Transit Office  
400 - 287 Nelson’s Court,  
New Westminster, BC V3L 0E7

## 10. FARE PAYMENT AT TIME OF TRAVEL

- (a) Passengers who have not previously obtained adequate Compass Fare Media loaded or issued with sufficient fare as set out in Appendix “2” or the applicable FareSaver, Bus Transfer or RFID Card as set out in Appendix “2”, must pay their fare at the time of travel as follows:
- (i) **Bus Service** – Passengers must either Tap In with Contactless Payment or pay cash using exact change in Canadian funds and deposited in fareboxes or given to the HandyDART driver for Bus Service. Upon payment of the required cash fare as set out in Appendix “2”, a Bus Transfer will be dispensed and must be retained as Proof of Payment. A Bus Transfer will allow a passenger to transfer between Bus Service within the Transfer Time, but is not valid for travel on Conventional SkyTrain and SeaBus service or WCE Service. If paying by Contactless Payment, a passenger must retain such Contactless Payment used to Tap In as Proof of Payment.
  - (ii) **Conventional SkyTrain and SeaBus** – Passengers must either Tap In and Tap Out with Contactless Payment or pay by cash or debit/credit transactions in Canadian funds at Compass Vending Machines for Conventional SkyTrain and SeaBus service. If paying by cash or debit/credit transaction at a Compass Vending Machine, a passenger must purchase a Compass Ticket or load a Compass Card with the required fare as set out in Appendix “2” and retain such Compass Ticket or Compass Card as Proof of Payment. If paying by Contactless Payment, a passenger must retain such Contactless Payment used to Tap In as Proof of Payment.
  - (iii) **WCE Service** – Passengers must either Tap In and Tap Out with Contactless Payment or pay by cash or debit/credit transactions in Canadian funds at Compass Vending Machines located at WCE stations or Waterfront Station for WCE Service. If paying by cash or debit/credit transaction at a Compass Vending Machine, a passenger must purchase a



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Compass Ticket or load a Compass Card with the required fare as set out in Appendix “2” and retain such Compass Ticket or Compass Card as Proof of Payment. If paying by Contactless Payment, a passenger must retain such Contactless payment used to Tap In as Proof of Payment.

#### **11. USE OF FARESAVER (BUS SERVICE ONLY)**

- (a) A FareSaver must be deposited in the farebox when boarding a bus or collected by a HandyDART driver when boarding a HandyDART vehicle. A valid Bus Transfer must be retained as Proof of Payment while travelling on Bus Service.

#### **12. BULK COMPASS TICKETS**

- (a) A person may order by phone or by mail to TransLink, a minimum of 50 Compass Tickets at the applicable Stored Value rate as set out in Appendix “2”. Prepayment is required for all bulk orders. All Compass Tickets purchased in bulk at the Stored Value rate will have a set expiry date of no more than 254 days from the date of issuance.

#### **13. INITIAL SYSTEM CHARGE**

- (a) For passengers using a Compass Card with Stored Value for travel on Conventional Transit and Bus Service, a Maximum Fare will be deducted upon Tap In. For passengers using a Compass Card with Stored Value for travel on WCE Service, the amount deducted upon Tap In will be:
  - (i) in the a.m., the fare as set out in Appendix “2” between the originating WCE station and Waterfront Station; and
  - (ii) in the p.m., the fare as set out in Appendix “2” between the originating WCE station and Mission Station.
- (b) For passengers using Contactless Payment for travel on Conventional Transit and Bus Service, an amount up to a Maximum Fare will be pre-authorized to the Contactless Payment upon Tap In. For passengers using Contactless Payment for travel on WCE Service, the amount determined in Section 13(a)(i) and (ii) will be pre-authorized to the Contactless Payment upon Tap In. After the journey is complete, the Contactless Payment will be charged the applicable fare as set out in Appendix “2” for the Zones travelled. The amount of time it takes for the final charge to appear on the statement issued by the applicable financial institution issuing the Contactless Payment card may vary depending upon the applicable financial institution. If more than one journey is travelled by a passenger within a short period using the same Contactless Payment the applicable fares charged as set out in Appendix “2” for such journeys may appear as a single charge or as multiple charges totalling the applicable fares charged.
- (c) For passengers using a Compass Card for travel on Conventional SkyTrain and SeaBus and WCE Service, Compass Cards will be credited upon Tap Out for any difference between the amount initially deducted from Stored Value upon Tap In and the actual fare payable based on the Zones travelled, as set out in Appendix “2”, provided that failure to Tap Out will result in the Maximum Fare being deducted from the Compass Card in accordance with subsection 5(a) of this Part B. For passengers using Contactless Payment for travel on Conventional SkyTrain and SeaBus and WCE Service, the Contactless Payment will be charged upon Tap Out for the actual fare payable based on the Zones travelled, as set out in Appendix “2”, provided that failure to Tap Out will

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result in the Maximum Fare being charged to the Contactless Payment in accordance with subsection 5(a) of this Part B.

#### 14. COMPASS CARD REGISTRATION

- (a) A Registered User who reports his or her Compass Card lost or stolen is eligible for Compass Card deactivation and transfer of all fare products loaded or issued on such registered Compass Card, at the time of reporting such Compass Card lost or stolen, subject to and in accordance with the Compass Card Terms and Conditions of Use. An individual who does not register a Compass Card with TransLink or a Registered User who does not report his or her Compass Card as lost or stolen bears all risk for loss or theft of such unregistered Compass Card, including all fare products loaded or issued on such Compass Card. Additional details respecting the benefits associated with registration, and the registration process, are set out in the Compass Card Terms and Conditions of Use.

#### 15. REFUND POLICY

- (a) TransLink will not consider or grant any requests for refunds or replacements for lost or damaged fare media or Proof of Payment, except as specifically described in this Section 15.
- (b) **Compass Card deposit** - Subject to the Compass Card Terms and Conditions of Use, the deposit paid in accordance with the Compass Card Terms and Conditions of Use at the time a Compass Card is acquired, less any amounts owed to TransLink for transit fare as set out in Appendix “2”, is refundable upon surrender of the cardholder’s Compass Card to TransLink.
- (c) **Stored Value** - Subject to the Compass Card Terms and Conditions of Use, a Registered User may, within a two year period from the date on which the Compass Card was last Tapped In or Tapped Out, request a refund of Stored Value on a registered Compass Card.
- (d) **Period Passes** - Subject to the Compass Card Terms and Conditions of Use, a Registered User may, within 60 days of the date of purchase, request a refund of a Period Pass on a registered Compass Card provided travel has not been initiated on the Period Pass by Tap In or Tap Out of the Compass Card holding the Period Pass and the Period Pass has not otherwise been used by the Registered User.
- (e) **Program passes** - Subject to the Compass Card Terms and Conditions of Use, an individual may request a refund of a program pass as set out in Appendix “2”, if permitted under the terms of the applicable program, by contacting the program administrator.
- (f) **Compass Tickets** - Compass Tickets are not refundable. Compass Tickets purchased in bulk pursuant to subsection 12(a) of this Part B may be replaced at the request of the initial purchaser in accordance with the Compass Ticket Terms and Conditions of Use.
- (g) **FareSavers** - FareSavers are not refundable.
- (h) **Compass Vending Machine malfunctions** - When a Compass Vending Machine issues a receipt indicating that an amount to be refunded was not returned, a product was not dispensed, or another malfunction occurred, a refund will be issued in accordance with the Compass Card Terms and Conditions of Use or the Compass Ticket Terms and Conditions of Use, as applicable.

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- (i) **TaxiSaver Coupons** - TransLink will (through the Access Transit Office) refund TaxiSaver coupons at 50% of face value to the HandyCard Holder.
- (j) **Contactless Payment** – Fares purchased by Contactless Payment are not refundable. TransLink is not responsible for lost or stolen Contactless Payment, including without limitation cards, devices or other Contactless Payment methods. In the event that a Contactless Payment card is lost or stolen passengers must contact their card issuer as soon as possible. In addition, TransLink is not the responsible for any transaction fees or charges applied by a third party, including financial institutions or Contactless Card issuers, in connection with use of a Contactless Payment.
- (k) **General -**
  - (i) Details respecting refunds for Compass Fare Media, the process for obtaining a refund, and the manner in which refunds will be paid, are set out in the Compass Card Terms and Conditions of Use and the Compass Ticket Terms and Conditions of Use, which are posted on TransLink’s website at [www.translink.ca](http://www.translink.ca).
  - (ii) No requests for refunds or replacements for lost or damaged Compass Fare Media and/or any fare loaded or issued thereon, FareSavers, Bus Transfers or RFID Cards, or fares purchased by Contactless Payment, other than those, if any, described in this Section 15 and in the Compass Card Terms and Conditions of Use, the Compass Ticket Terms and Conditions of Use and the RFID Card Terms and Conditions of Use, as applicable, will be considered or granted by TransLink, and TransLink reserves the right to require proof of purchase in connection with any refund or replacement.
  - (iii) TransLink reserves the right to restrict the number of refunds for Stored Value or Period Passes granted to an individual in a calendar year.
  - (iv) Notwithstanding the above, TransLink will consider, and in its absolute discretion may grant, requests for partial or complete refunds and/or adjustments or replacements for otherwise valid Compass Tickets, Period Passes or Stored Value that cannot be used due to:
    - (A) transit service being completely shut down for at least for 3 consecutive Business Days (Monday to Friday) in any one month, in which event:
      - a. Stored Value may be granted equivalent to two Stored Value trips of the same Zone purchased, per day or a replacement Compass Ticket if applicable; or
    - (B) illness, as substantiated in writing by a medical practitioner, in which event a prorated refund may be paid in connection with:
      - a. a Period Pass, based on the number of days remaining in the month; or
      - b. Stored Value, based on the remaining balance; or
    - (C) death, upon request from the estate of a deceased person substantiated by a death certificate, in which event a prorated refund may be paid for a monthly pass on a Compass Card, based on the number of days remaining in the month, a full

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refund may be paid for unused DayPass(es) and/or a refund of the balance may be paid in the case of Stored Value.

The above provisions are not applicable to holders of program passes on Compass Cards, as set out in Appendix “2”.

## 16. ACCESSIBILITY

- (a) Wheelchair accessible transit vehicles, including HandyDART vehicles, will accommodate Mobility Devices provided the following guidelines are met:
- (i) Mobility Devices:
    - must be safe and well maintained with functioning brakes;
    - must not carry any aerials, flagpoles or other projections which could injure others or interfere with the securement of the Mobility Device;
    - must have secure and suitably located compartments to which securement straps can be attached (passengers must ensure that securement straps do not cause damage to the Mobility Device);
    - must be secured only at designated locations on the transit vehicle;
    - for HandyDART service, must have escort handles if passengers require assistance to board HandyDART vehicles;
  - (ii) Wheelchair lifts:
    - Conventional Bus (including community shuttle) - combined weight of the Mobility Device and passenger must not exceed 205 kgs, and Mobility Device must be smaller than 61 cm wide x 122 cm long;
    - HandyDART - combined weight of the Mobility Device, passenger and HandyDART driver must not exceed 364 kgs, and Mobility Device must be smaller than 94 cm wide and 122 cm long; and
  - (iii) passengers in electric Mobility Devices are responsible for controlling the movement of the Mobility Device to ensure safe loading and un-loading.

## 17. CARRIAGE OF SPECIFIC GOODS

- (a) **Animals** - TransLink has no obligation to carry any animals except assistance animals recognized by the BC *Guide Animal Act* which are assisting or being trained by an accredited animal training school. Small pets, including dogs, cats, rabbits and small fur bearing or feathered pets, may be permitted on Conventional Transit vehicles provided they are in hand held cages.
- (b) **Bicycles and Other Personal Transportation Devices** - Two wheeled bicycles, having a maximum length of 73 inches (185 cm), are permitted on Conventional Transit and WCE cars in accordance with this Tariff, any rules established by TransLink from time to time, and any posted signs. Bicycle trailers are not permitted. TransLink reserves the right to restrict the carriage of bicycles at any time, in its absolute discretion. No motorized bicycles or other personal transportation devices are permitted except as set out in this Tariff or in accordance with rules established by TransLink or posted signs.
- (c) **Buses** - Bicycles are permitted on exterior bike racks of buses at no additional charge. Passengers travelling with bicycles are required to load and unload the bicycles.

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- (d) **SeaBus** - Bicycles are permitted on a SeaBus at no additional charge. Passengers with bicycles must enter the SeaBus through the doorway closest the stern (rear) section.
- (e) **WCE** - Bicycles are permitted in WCE cars at no additional charge, and are limited to two bikes per car.
- (f) **SkyTrain** - Bicycles are permitted in SkyTrain cars at no additional charge, and are limited to two bikes per car on Expo and Millennium lines and two bikes per train on Canada Line.

**18. PRIVATE CHARTER SERVICE**

- (a) Transit vehicles (with operator or driver) may be chartered at the absolute discretion of TransLink, provided that TransLink’s ability to provide public transit service will not be adversely affected or the transit vehicle is not otherwise required. TransLink reserves the right, in its absolute discretion, to refuse any request for charter service. TransLink will require a written agreement and may require pre-payment of fees and/or payment of a damage deposit prior to providing the charter service.
- (b) TransLink reserves the right, in its absolute discretion, to determine the rates and charges based on the availability and service type. Charter rates will be calculated from the time the transit vehicle leaves its depot or garage until it is returned to the same depot or garage.

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## **APPENDIX “1”**

### **FARE ZONES**

#### **Conventional Transit and Bus Service**

##### **Zone 1**

City of Vancouver  
University Endowment Lands

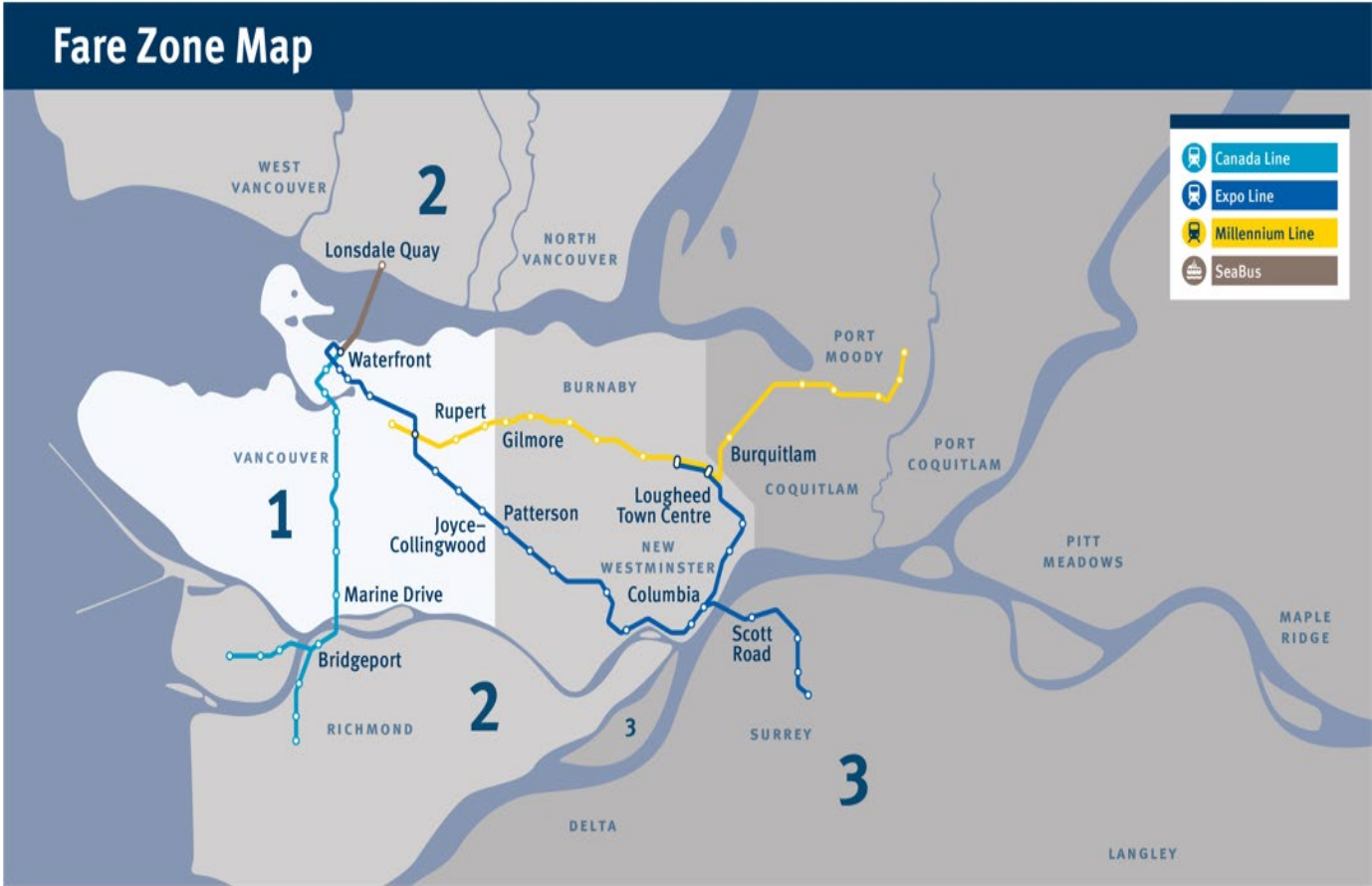
##### **Zone 2**

District of West Vancouver  
District of North Vancouver  
City of North Vancouver  
City of Burnaby  
City of New Westminster  
City of Richmond  
Village of Lions Bay  
Bowen Island

##### **Zone 3**

Corporation of Delta  
City of Surrey  
City of White Rock  
City of Langley  
Township of Langley  
Village of Belcarra  
Village of Anmore  
Electoral Area "C" east of Indian Arm  
City of Port Moody  
City of Coquitlam  
City of Port Coquitlam  
District of Pitt Meadows  
District of Maple Ridge

*Conventional Transit and Bus Service – Fare Zone Map*



**West Coast Express**

- Zone 1 Vancouver station (Waterfront station)
- Zone 2 Burnaby [no station yet];
- Zone 3 Port Moody, Coquitlam and Port Coquitlam stations;
- Zone 4 Pitt Meadows, Maple Meadows and Port Haney stations;
- Zone 5 Mission station.

**West Coast Express – Fare Zone Map**





**APPENDIX “2” – FARE MEDIA: FARES AND PROOF OF PAYMENT**

**Table “1” – Cash Fares and Proof of Payment**

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
<b>Conventional Transit (3 Zones)</b>								
Canadian National Institute for the Blind (CNIB) Pass on Compass Card*	Person with vision impairment who holds a CNIB Pass and displays valid identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, not valid for HandyDART			No Add-Fare required
DayPass (Adult) on Compass Card* or Compass Ticket* (on specified date)	Purchaser who holds a valid DayPass (Adult)	All Zones – fare of \$11.50		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	\$3.20 credit toward WCE applicable fare	Add-Fare required**	
DayPass (Concession) on Compass Card* or Compass Ticket* (on specified date)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid DayPass (Concession)	All Zones – fare of \$9.05		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	\$2.15 credit toward WCE applicable fare	Add-Fare required**	
Employee Pass on Compass Card* (until revoked or expired)	Employee Pass Holder who holds a valid Employee Pass	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
Exit Ticket* (45 min. Transfer Time, - 120 min. In-System Time)	Purchaser who holds a valid Exit Ticket to exit a Fare Paid Zone	\$6.35	\$3.20	No	Valid for unlimited travel on Conventional Transit through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	\$3.20 credit toward WCE applicable fare	Add-Fare required**	

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
FareSaver – Adult FareSaver* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Purchaser who displays a valid Adult FareSaver that has been validated	Bus Service: All Zones 1 Zone FareSaver - 1 yellow ticket (book of 10, \$26.00) 2 Zone FareSaver – 1 red ticket (book of 10, \$38.50) 3 Zone FareSaver – 1 green ticket (book of 10, \$49.00)  (No longer available for sale but accepted as valid Proof of Payment on Bus Service)	No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not valid****	Not valid****	Not Valid	

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
FareSaver – Concession FareSaver* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who displays a valid Concession FareSaver that has been validated	Bus Service: All Zones – 1 brown ticket (book of 10, \$21.50)		No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not valid	Not valid	Not Valid

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Government Bus Pass on Compass Card*	Eligible person, as determined by the Province of BC, who holds a valid Government Bus Pass issued by TransLink with valid identification	Purchased by the Province of BC from TransLink and sold directly to eligible persons by the Province, at a user cost determined by the Province		No	Valid for unlimited travel on Conventional Transit through all Zones, not valid for HandyDART		Eligible for WCE Concession fare	No Add-Fare required
GradPass on Compass Ticket* (on specified date between May 1 <sup>st</sup> and June 30 <sup>th</sup> )	Grade 12 student who is graduating in that year from a secondary school in the Transportation Service Region, who displays a valid GradPass and valid school or government issued photo identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones for the specified date, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid Monthly Pass (Adult)	Bus Service: All Zones - \$107.30 per month	Bus Service: All Zones - \$107.30 per month	Yes	Valid for unlimited travel on Conventional Bus through all Zones,	Valid for unlimited travel through 1 Zone	\$3.20 credit toward WCE applicable fare	No Add-Fare required

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
		Conventional SkyTrain and SeaBus: 1 Zone - \$107.30 2 Zones - \$143.50 3 Zones - \$193.80 per month	Conventional SkyTrain and SeaBus: All Zones - \$107.30 per month		valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for		
Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid Monthly Pass (Concession)	All Zones - \$61.35 per month		Yes	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$2.15 credit toward WCE applicable fare	No Add-Fare required
MultiPass on Compass Card* or Compass Ticket* (specified dates)	Members of delegations with a specific business interest in transit matters or officials of other transit agencies, all as approved by the Director, Compass Operations	N/A for officials of other transit agencies  \$7.45 per pass (if > 500 passes purchased per day); \$6.45 per pass (if > 5,000 purchased per day)		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$3.20 credit toward WCE applicable fare	No Add-Fare required
RFID Card	RFID Cardholder who displays valid identification	N/A		No	Not valid	Valid for unlimited travel through all Zones	Not valid	No Add-Fare required

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time; 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Purchaser who holds a Single Fare (Adult)	Bus Service: Cash or Contactless Payment: All Zones \$3.20	Bus Service: Cash or Contactless Payment: All Zones \$3.20	No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through 1 Zone during the Hours paid for	Cash or Contactless Payment: \$3.20 credit toward WCE applicable fare	Bus Service: No Add-Fare required
		Bus Service: Stored Value <sup>1</sup> : All Zones \$2.60	Bus Service: Stored Value <sup>1</sup> : All Zones \$2.60				Stored Value: \$2.60 credit toward WCE applicable fare	
		Conventional SkyTrain and SeaBus: Cash or Contactless Payment: 1 Zone \$3.20 2 Zones \$4.65 3 Zones \$6.35	Conventional SkyTrain and SeaBus: Cash or Contactless Payment: All Zones \$3.20			Valid for unlimited travel during the Hours and through the number of Zones paid for	Conventional SkyTrain and SeaBus: Cash and Contactless Payment: Add-Fare required**	
		Conventional SkyTrain and SeaBus: Stored Value <sup>1</sup> : 1 Zone \$2.60 2 Zones \$3.85 3 Zones \$4.90	Conventional SkyTrain and SeaBus: Stored Value <sup>1</sup> : All Zones \$2.60				Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**	

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Concession) on Compass Card* or Compass Ticket* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time; 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	Bus Service: Cash: All Zones \$2.15	Bus Service: Cash: All Zones \$2.15	No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through 1 Zone during the Hours paid for	Cash: \$2.15 credit toward WCE applicable fare	Bus Service: No Add-Fare required
		Bus Service: Stored Value: All Zones \$2.15	Bus Service: Stored Value: All Zones \$2.15				Stored Value: \$2.15 credit toward WCE applicable fare	
		Conventional SkyTrain and SeaBus: Cash: 1 Zone \$2.15 2 Zones \$3.15 3 Zones \$4.35	Conventional SkyTrain and SeaBus: Cash: All Zones \$2.15				Valid for unlimited travel during the Hours and through the number of Zones paid for	Conventional SkyTrain and SeaBus: Cash: Add-Fare required**
		Conventional SkyTrain and SeaBus: Stored Value: 1 Zone \$2.15 2 Zones \$3.15 3 Zones \$4.35	Conventional SkyTrain and SeaBus: Stored Value: All Zones \$2.15					Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**
Single Fare (Adult) on Bus Transfer* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Purchaser who holds a Single Fare (Adult)	All Zones \$3.20 (cash only)	All Zones \$3.20 (cash only)	No	Valid for unlimited travel on Conventional Bus during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not Valid	Not valid	Not Valid

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Concession) on Bus Transfer* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	All Zones \$2.15 (cash only)	All Zones \$2.15 (cash only)	No	Valid for unlimited travel on Conventional Bus during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not Valid	Not valid	Not Valid
Special Event Ticket on Bus Transfer*, Compass Card* or Compass Ticket* (specified period)	Purchaser	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	No	Valid for unlimited travel on Conventional Bus during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel during the Hours and through the number of Zones paid for		Add-Fare required**
U-Pass BC on Compass Card* (calendar months)	A U-Pass BC Student who displays a valid student card (together with valid government issue photo identification if no photograph on student card) and holds a valid U-Pass BC on a Compass Card	As determined by the agreement between the post-secondary educational institution, its student society, and TransLink		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		Valid toward purchase of a WCE Monthly U-Pass or \$3.20 credit toward WCE applicable fare	No Add-Fare required
War Amputee Pass on Compass Card* (calendar year)	Veterans of WW1 & WW2 who are members of the War Amputees Association and who holds a valid War Amputee Pass with valid identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
<b>West Coast Express (WCE) Service (5 Zones)</b>								



Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
WCE Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid WCE Monthly Pass (Adult)	1 or 2 Zones - \$173.85 <sup>1</sup> , 3 Zones - \$227.80 <sup>1</sup> , 4 Zones - \$274.90 <sup>1</sup> , 5 Zones - \$375.40 <sup>1</sup>	Yes	Valid for unlimited travel on Conventional Bus through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for		No Add-Fare required	
WCE Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Monthly Pass (Concession)	1 or 2 Zones - \$106.30 <sup>1</sup> , 3 Zones - \$140.70 <sup>1</sup> , 4 Zones - \$173.30 <sup>1</sup> , 5 Zones - \$242.35 <sup>1</sup>	Yes	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		Valid for unlimited travel through the number of Zones paid for	No Add-Fare required	
WCE Monthly U-Pass on Compass Card* (calendar month)	Student of an eligible educational institution who holds a valid student card (together with valid government issue photo identification if no photograph on student card), a valid U-Pass BC and a valid WCE Monthly U-Pass	All Zones - \$109.50 per month <sup>1</sup> .	No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART		No Add-Fare required		
WCE One-Way Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Purchaser who holds a valid WCE One-Way Fare (Adult)	Cash or Contactless Payment: 1 or 2 Zones - \$6.35 3 Zones - \$8.25 4 Zones - \$10.10 5 Zones - \$13.70  Stored Value! 1 or 2 Zones: \$5.30 3 Zones: \$6.95 4 Zones: \$8.55 5 Zones: \$11.50	No	Valid for unlimited travel on Conventional Transit through all Zones during the hours paid for, valid for Eligible HandyDART Users on HandyDART		Valid for unlimited travel in one direction through the number of Zones paid for	Add-Fare required**	

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
WCE One-Way Fare (Concession) on Compass Card* or Compass Ticket* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid WCE One-Way Fare (Concession)	Cash: 1 or 2 Zones - \$3.85 3 Zones - \$4.85 4 Zones - \$6.30 5 Zones - \$8.50	No	Valid for unlimited travel on Conventional Transit through all Zones during the hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel in one direction through the number of Zones paid for	Add-Fare required**		
		Stored Value <sup>1</sup> : 1 or 2 Zones: \$3.15 3 Zones: \$4.35 4 Zones: \$5.20 5 Zones: \$7.05						
WCE Return Fare (Adult) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Purchaser who holds a valid WCE Return Fare (Adult)	Cash: 1 or 2 Zones - \$12.00 3 Zones - \$15.90 4 Zones - \$19.45 5 Zones - \$26.00	No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for	No Add-Fare required		
		Stored Value: 1 or 2 Zones: \$11.75 3 Zones: \$ 15.05 4 Zones: \$18.60 5 Zones: \$24.90						
WCE Return Fare (Concession) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Return Fare (Concession)	Cash: 1 or 2 Zones - \$7.60 3 Zones - \$9.80 4 Zones - \$12.30 5 Zones - \$16.65	No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for	No Add-Fare required		
		Stored Value: 1 or 2 Zones: \$7.35 3 Zones: \$9.30 4 Zones: \$11.75 5 Zones: \$15.90						

<sup>1</sup> Indicates a discounted fare in effect for an introductory period as part of the introduction of Compass Card fare media, expiring at such time as determined by TransLink, in its sole discretion.

\* Indicates Proof of Payment.

\*\* Canada Line YVR Add-Fare is a short-term fare premium over the applicable fare in the amount of \$2.50 each way, which will be collected as a return fare premium of \$5.00 payable at YVR-Airport Station, Templeton Station or Sea Island Centre Station.

\*\*\* For transfers from WCE to Canada Line or Bus Service where the Tap In for the transfer to Canada Line or a bus occurs within the initial 120 min. Transfer Time and In-System Time, the passenger will have 90 min. of Transfer Time from the time of Tap In on Canada Line or Bus Service.

**Table “2” – Exemptions**

Eligible Person	Conditions	Exemption		
		Conventional Transit	West Coast Express	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations
Any person	None	Exempt from fare payment while travelling between Canada Line stations located on Sea Island	Not exempt from fare payment	N/A
Attendant	Only one Attendant is eligible for the exemption	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder
Child	None	Exempt from fare payment		Exempt from Add-Fare
Persons having their regular location of work on Sea Island	Persons must (i) provide proof of eligibility acceptable to TransLink to a dealer as designated by TransLink, and (ii) purchase from such dealer and possess as valid Proof of Payment, a Compass Ticket having the applicable fare	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare
Residents of Burkeville, Richmond	Person who holds and uses as valid Proof of Payment a Sea Island Compass Card, issued to such person by TransLink upon such person providing to TransLink proof of residency acceptable to TransLink, having the applicable fare and with valid identification	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
**PROPOSED 2025 TARIFF BYLAW**

A bylaw to amend the South Coast British Columbia Transportation Authority  
2021 Tariff Bylaw Number 140-2021

WHEREAS, pursuant to the *South Coast British Columbia Transportation Authority Act* (the Act), the Authority may, by by-law, assess user fees on persons using the regional transportation system (as defined in the Act) in the transportation service region (as defined in the Act);

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

1. This By-law may be cited as the “South Coast British Columbia Transportation Authority Proposed 2025 Tariff Bylaw”
2. The South Coast British Columbia Transportation Authority 2021 Tariff Bylaw Number 140-2021 is amended as follows:
  - (a) Appendix “2” - Fare Media: Fares and Proof of Payment attached to this Bylaw as Schedule 1 replaces the Appendix “2” attached to the South Coast British Columbia Transportation Authority 2021 Tariff Bylaw Number 140-2021.
3. This Bylaw comes into force and takes effect on July 1, 2025.

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_.

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Lorraine Cunningham, Chair

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Jennifer Breeze, General Counsel and Corporate Secretary

**APPENDIX “2” – FARE MEDIA: FARES AND PROOF OF PAYMENT**

**Table “1” – Cash Fares and Proof of Payment**

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
<b>Conventional Transit (3 Zones)</b>								
Canadian National Institute for the Blind (CNIB) Pass on Compass Card*	Person with vision impairment who holds a CNIB Pass and displays valid identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, not valid for HandyDART			No Add-Fare required
DayPass (Adult) on Compass Card* or Compass Ticket* (on specified date)	Purchaser who holds a valid DayPass (Adult)	All Zones – fare of \$11.95		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	\$3.35 credit toward WCE applicable fare	Add-Fare required**	
DayPass (Concession) on Compass Card* or Compass Ticket* (on specified date)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid DayPass (Concession)	All Zones – fare of \$9.40		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	\$2.25 credit toward WCE applicable fare	Add-Fare required**	
Employee Pass on Compass Card* (until revoked or expired)	Employee Pass Holder who holds a valid Employee Pass	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
Exit Ticket* (45 min. Transfer Time, - 120 min. In-System Time)	Purchaser who holds a valid Exit Ticket to exit a Fare Paid Zone	\$6.60	\$3.35	No	Valid for unlimited travel on Conventional Transit through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	\$3.35 credit toward WCE applicable fare	Add-Fare required**	

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
FareSaver – Adult FareSaver* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Purchaser who displays a valid Adult FareSaver that has been validated	Bus Service: All Zones 1 Zone FareSaver - 1 yellow ticket (book of 10, \$27.00) 2 Zone FareSaver – 1 red ticket (book of 10, \$40.00) 3 Zone FareSaver – 1 green ticket (book of 10, \$51.00)  (No longer available for sale but accepted as valid Proof of Payment on Bus Service)	No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not valid****	Not valid****	Not Valid	

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
FareSaver – Concession FareSaver* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who displays a valid Concession FareSaver that has been validated	Bus Service: All Zones – 1 brown ticket (book of 10, \$22.50)		No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not valid	Not valid	Not Valid

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Government Bus Pass on Compass Card*	Eligible person, as determined by the Province of BC, who holds a valid Government Bus Pass issued by TransLink with valid identification	Purchased by the Province of BC from TransLink and sold directly to eligible persons by the Province, at a user cost determined by the Province		No	Valid for unlimited travel on Conventional Transit through all Zones, not valid for HandyDART		Eligible for WCE Concession fare	No Add-Fare required
GradPass on Compass Ticket* (on specified date between May 1 <sup>st</sup> and June 30 <sup>th</sup> )	Grade 12 student who is graduating in that year from a secondary school in the Transportation Service Region, who displays a valid GradPass and valid school or government issued photo identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones for the specified date, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid Monthly Pass (Adult)	Bus Service: All Zones - \$111.60 per month	Bus Service: All Zones - \$111.60 per month	Yes	Valid for unlimited travel on Conventional Bus through all Zones,	Valid for unlimited travel through 1 Zone	\$3.35 credit toward WCE applicable fare	No Add-Fare required



Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**

		Conventional SkyTrain and SeaBus: 1 Zone - \$111.60 2 Zones - \$149.25 3 Zones - \$201.55 per month	Conventional SkyTrain and SeaBus: All Zones - \$111.60 per month		valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for		
Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid Monthly Pass (Concession)	All Zones - \$63.80 per month		Yes	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$2.25 credit toward WCE applicable fare	No Add-Fare required
MultiPass on Compass Card* or Compass Ticket* (specified dates)	Members of delegations with a specific business interest in transit matters or officials of other transit agencies, all as approved by the Director, Compass Operations	N/A for officials of other transit agencies  \$7.75 per pass (if > 500 passes purchased per day); \$6.70 per pass (if > 5,000 purchased per day)		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$3.35 credit toward WCE applicable fare	No Add-Fare required
RFID Card	RFID Cardholder who displays valid identification	N/A		No	Not valid	Valid for unlimited travel through all Zones	Not valid	No Add-Fare required

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time; 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Purchaser who holds a Single Fare (Adult)	Bus Service: Cash or Contactless Payment: All Zones \$3.35	Bus Service: Cash or Contactless Payment: All Zones \$3.35	No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through 1 Zone during the Hours paid for	Cash or Contactless Payment: \$3.35 credit toward WCE applicable fare	Bus Service: No Add-Fare required
		Bus Service: Stored Value <sup>1</sup> : All Zones \$2.70	Bus Service: Stored Value <sup>1</sup> : All Zones \$2.70				Stored Value: \$2.70 credit toward WCE applicable fare	
		Conventional SkyTrain and SeaBus: Cash or Contactless Payment: 1 Zone \$3.35 2 Zones \$4.85 3 Zones \$6.60	Conventional SkyTrain and SeaBus: Cash or Contactless Payment: All Zones \$3.35			Valid for unlimited travel during the Hours and through the number of Zones paid for	Conventional SkyTrain and SeaBus: Cash and Contactless Payment: Add-Fare required**	
		Conventional SkyTrain and SeaBus: Stored Value <sup>1</sup> : 1 Zone \$2.70 2 Zones \$4.00 3 Zones \$5.10	Conventional SkyTrain and SeaBus: Stored Value <sup>1</sup> : All Zones \$2.70				Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**	

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Concession) on Compass Card* or Compass Ticket* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time; 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	Bus Service: Cash: All Zones \$2.25	Bus Service: Cash: All Zones \$2.25	No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through 1 Zone during the Hours paid for	Cash: \$2.25 credit toward WCE applicable fare	Bus Service: No Add-Fare required
		Bus Service: Stored Value: All Zones \$2.25	Bus Service: Stored Value: All Zones \$2.25				Stored Value: \$2.25 credit toward WCE applicable fare	
		Conventional SkyTrain and SeaBus: Cash: 1 Zone \$2.25 2 Zones \$3.30 3 Zones \$4.50	Conventional SkyTrain and SeaBus: Cash: All Zones \$2.25				Valid for unlimited travel during the Hours and through the number of Zones paid for	
		Conventional SkyTrain and SeaBus: Stored Value: 1 Zone \$2.25 2 Zones \$3.30 3 Zones \$4.50	Conventional SkyTrain and SeaBus: Stored Value: All Zones \$2.25				Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**	
Single Fare (Adult) on Bus Transfer* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Purchaser who holds a Single Fare (Adult)	All Zones \$3.35 (cash only)	All Zones \$3.35 (cash only)	No	Valid for unlimited travel on Conventional Bus during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not Valid	Not valid	Not Valid

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Concession) on Bus Transfer* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	All Zones \$2.25 (cash only)	All Zones \$2.25 (cash only)	No	Valid for unlimited travel on Conventional Bus during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not Valid	Not valid	Not Valid
Special Event Ticket on Bus Transfer*, Compass Card* or Compass Ticket* (specified period)	Purchaser	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	No	Valid for unlimited travel on Conventional Bus during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel during the Hours and through the number of Zones paid for		Add-Fare required**
U-Pass BC on Compass Card* (calendar months)	A U-Pass BC Student who displays a valid student card (together with valid government issue photo identification if no photograph on student card) and holds a valid U-Pass BC on a Compass Card	As determined by the agreement between the post-secondary educational institution, its student society, and TransLink		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		Valid toward purchase of a WCE Monthly U-Pass or \$3.35 credit toward WCE applicable fare	No Add-Fare required
War Amputee Pass on Compass Card* (calendar year)	Veterans of WW1 & WW2 who are members of the War Amputees Association and who holds a valid War Amputee Pass with valid identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
<b>West Coast Express (WCE) Service (5 Zones)</b>								

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
WCE Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid WCE Monthly Pass (Adult)	1 or 2 Zones - \$180.80 <sup>1</sup> , 3 Zones - \$236.90 <sup>1</sup> , 4 Zones - \$285.90 <sup>1</sup> , 5 Zones - \$390.40 <sup>1</sup>	Yes	Valid for unlimited travel on Conventional Bus through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for		No Add-Fare required	
WCE Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Monthly Pass (Concession)	1 or 2 Zones - \$110.55 <sup>1</sup> , 3 Zones - \$146.35 <sup>1</sup> , 4 Zones - \$180.25 <sup>1</sup> , 5 Zones - \$252.05 <sup>1</sup>	Yes	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for	No Add-Fare required		
WCE Monthly U-Pass on Compass Card* (calendar month)	Student of an eligible educational institution who holds a valid student card (together with valid government issue photo identification if no photograph on student card), a valid U-Pass BC and a valid WCE Monthly U-Pass	All Zones - \$113.90 per month <sup>1</sup> .	No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART	No Add-Fare required			
WCE One-Way Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Purchaser who holds a valid WCE One-Way Fare (Adult)	Cash or Contactless Payment: 1 or 2 Zones - \$6.60 3 Zones - \$8.60 4 Zones - \$10.50 5 Zones - \$14.25  Stored Value! 1 or 2 Zones: \$5.50 3 Zones: \$7.25 4 Zones: \$8.90 5 Zones: \$11.90	No	Valid for unlimited travel on Conventional Transit through all Zones during the hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel in one direction through the number of Zones paid for	Add-Fare required**		

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
WCE One-Way Fare (Concession) on Compass Card* or Compass Ticket* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid WCE One-Way Fare (Concession)	Cash: 1 or 2 Zones - \$4.00 3 Zones - \$5.05 4 Zones - \$6.55 5 Zones - \$8.85	No	Valid for unlimited travel on Conventional Transit through all Zones during the hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel in one direction through the number of Zones paid for	Add-Fare required**		
		Stored Value <sup>1</sup> : 1 or 2 Zones: \$3.30 3 Zones: \$4.50 4 Zones: \$5.40 5 Zones: \$7.35						
WCE Return Fare (Adult) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Purchaser who holds a valid WCE Return Fare (Adult)	Cash: 1 or 2 Zones - \$12.50 3 Zones - \$16.55 4 Zones - \$20.25 5 Zones - \$27.05	No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for	No Add-Fare required		
		Stored Value: 1 or 2 Zones: \$12.20 3 Zones: \$15.65 4 Zones: \$19.35 5 Zones: \$25.90						
WCE Return Fare (Concession) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Return Fare (Concession)	Cash: 1 or 2 Zones - \$7.90 3 Zones - \$10.20 4 Zones - \$12.80 5 Zones - \$17.30	No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for	No Add-Fare required		
		Stored Value: 1 or 2 Zones: \$7.65 3 Zones: \$9.65 4 Zones: \$12.20 5 Zones: \$16.55						

<sup>1</sup> Indicates a discounted fare in effect for an introductory period as part of the introduction of Compass Card fare media, expiring at such time as determined by TransLink, in its sole discretion.  
\* Indicates Proof of Payment.  
\*\* Canada Line YVR Add-Fare is a short-term fare premium over the applicable fare in the amount of \$2.50 each way, which will be collected as a return fare premium of \$5.00 payable at YVR-Airport Station, Templeton Station or Sea Island Centre Station.  
\*\*\* For transfers from WCE to Canada Line or Bus Service where the Tap In for the transfer to Canada Line or a bus occurs within the initial 120 min. Transfer Time and In-System Time, the passenger will have 90 min. of Transfer Time from the time of Tap In on Canada Line or Bus Service.

**Table “2” – Exemptions**

Eligible Person	Conditions	Exemption		
		Conventional Transit	West Coast Express	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations
Any person	None	Exempt from fare payment while travelling between Canada Line stations located on Sea Island	Not exempt from fare payment	N/A
Attendant	Only one Attendant is eligible for the exemption	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder
Child	None	Exempt from fare payment		Exempt from Add-Fare
Persons having their regular location of work on Sea Island	Persons must (i) provide proof of eligibility acceptable to TransLink to a dealer as designated by TransLink, and (ii) purchase from such dealer and possess as valid Proof of Payment, a Compass Ticket having the applicable fare	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare
Residents of Burkeville, Richmond	Person who holds and uses as valid Proof of Payment a Sea Island Compass Card, issued to such person by TransLink upon such person providing to TransLink proof of residency acceptable to TransLink, having the applicable fare and with valid identification	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
**PROPOSED 2026 TARIFF BYLAW**

A bylaw to amend the South Coast British Columbia Transportation Authority  
2021 Tariff Bylaw Number 140-2021

WHEREAS, pursuant to the *South Coast British Columbia Transportation Authority Act* (the Act), the Authority may, by by-law, assess user fees on persons using the regional transportation system (as defined in the Act) in the transportation service region (as defined in the Act);

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

1. This By-law may be cited as the “South Coast British Columbia Transportation Authority Proposed 2026 Tariff Bylaw”
2. The South Coast British Columbia Transportation Authority 2021 Tariff Bylaw Number 140-2021 is amended as follows:
  - (a) Appendix “2” - Fare Media: Fares and Proof of Payment attached to this Bylaw as Schedule 1 replaces the Appendix “2” attached to the South Coast British Columbia Transportation Authority 2021 Tariff Bylaw Number 140-2021.
3. This Bylaw comes into force and takes effect on July 1, 2026.

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_.

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Lorraine Cunningham, Chair

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Jennifer Breeze, General Counsel and Corporate Secretary



**APPENDIX “2” – FARE MEDIA: FARES AND PROOF OF PAYMENT**

**Table “1” – Cash Fares and Proof of Payment**

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
<b>Conventional Transit (3 Zones)</b>								
Canadian National Institute for the Blind (CNIB) Pass on Compass Card*	Person with vision impairment who holds a CNIB Pass and displays valid identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, not valid for HandyDART			No Add-Fare required
DayPass (Adult) on Compass Card* or Compass Ticket* (on specified date)	Purchaser who holds a valid DayPass (Adult)	All Zones – fare of \$12.30		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	\$3.45 credit toward WCE applicable fare	Add-Fare required**	
DayPass (Concession) on Compass Card* or Compass Ticket* (on specified date)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid DayPass (Concession)	All Zones – fare of \$9.70		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	\$2.30 credit toward WCE applicable fare	Add-Fare required**	
Employee Pass on Compass Card* (until revoked or expired)	Employee Pass Holder who holds a valid Employee Pass	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
Exit Ticket* (45 min. Transfer Time, - 120 min. In-System Time)	Purchaser who holds a valid Exit Ticket to exit a Fare Paid Zone	\$6.80	\$3.45	No	Valid for unlimited travel on Conventional Transit through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	\$3.45 credit toward WCE applicable fare	Add-Fare required**	

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
FareSaver – Adult FareSaver* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Purchaser who displays a valid Adult FareSaver that has been validated	Bus Service: All Zones 1 Zone FareSaver - 1 yellow ticket (book of 10, \$28.00) 2 Zone FareSaver – 1 red ticket (book of 10, \$41.00) 3 Zone FareSaver – 1 green ticket (book of 10, \$52.50)  (No longer available for sale but accepted as valid Proof of Payment on Bus Service)	No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not valid****	Not valid****	Not Valid	

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
FareSaver – Concession FareSaver* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who displays a valid Concession FareSaver that has been validated	Bus Service: All Zones – 1 brown ticket (book of 10, \$23.00)		No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not valid	Not valid	Not Valid

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Government Bus Pass on Compass Card*	Eligible person, as determined by the Province of BC, who holds a valid Government Bus Pass issued by TransLink with valid identification	Purchased by the Province of BC from TransLink and sold directly to eligible persons by the Province, at a user cost determined by the Province		No	Valid for unlimited travel on Conventional Transit through all Zones, not valid for HandyDART		Eligible for WCE Concession fare	No Add-Fare required
GradPass on Compass Ticket* (on specified date between May 1 <sup>st</sup> and June 30 <sup>th</sup> )	Grade 12 student who is graduating in that year from a secondary school in the Transportation Service Region, who displays a valid GradPass and valid school or government issued photo identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones for the specified date, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid Monthly Pass (Adult)	Bus Service: All Zones - \$114.95 per month	Bus Service: All Zones - \$114.95 per month	Yes	Valid for unlimited travel on Conventional Bus through all Zones,	Valid for unlimited travel through 1 Zone	\$3.45 credit toward WCE applicable fare	No Add-Fare required

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**

		Conventional SkyTrain and SeaBus: 1 Zone - \$114.95 2 Zones - \$153.75 3 Zones - \$207.60 per month	Conventional SkyTrain and SeaBus: All Zones - \$114.95 per month		valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for		
Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid Monthly Pass (Concession)	All Zones - \$65.70 per month		Yes	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$2.30 credit toward WCE applicable fare	No Add-Fare required
MultiPass on Compass Card* or Compass Ticket* (specified dates)	Members of delegations with a specific business interest in transit matters or officials of other transit agencies, all as approved by the Director, Compass Operations	N/A for officials of other transit agencies  \$8.00 per pass (if > 500 passes purchased per day); \$6.90 per pass (if > 5,000 purchased per day)		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$3.45 credit toward WCE applicable fare	No Add-Fare required
RFID Card	RFID Cardholder who displays valid identification	N/A		No	Not valid	Valid for unlimited travel through all Zones	Not valid	No Add-Fare required

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time; 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Purchaser who holds a Single Fare (Adult)	Bus Service: Cash or Contactless Payment: All Zones \$3.45	Bus Service: Cash or Contactless Payment: All Zones \$3.45	No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through 1 Zone during the Hours paid for	Cash or Contactless Payment: \$3.45 credit toward WCE applicable fare	Bus Service: No Add-Fare required
		Bus Service: Stored Value <sup>1</sup> : All Zones \$2.80	Bus Service: Stored Value <sup>1</sup> : All Zones \$2.80				Stored Value: \$2.80 credit toward WCE applicable fare	
		Conventional SkyTrain and SeaBus: Cash or Contactless Payment: 1 Zone \$3.45 2 Zones \$5.00 3 Zones \$6.80	Conventional SkyTrain and SeaBus: Cash or Contactless Payment: All Zones \$3.45			Valid for unlimited travel during the Hours and through the number of Zones paid for	Conventional SkyTrain and SeaBus: Cash and Contactless Payment: Add-Fare required**	
		Conventional SkyTrain and SeaBus: Stored Value <sup>1</sup> : 1 Zone \$2.80 2 Zones \$4.10 3 Zones \$5.25	Conventional SkyTrain and SeaBus: Stored Value <sup>1</sup> : All Zones \$2.80				Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**	

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Concession) on Compass Card* or Compass Ticket* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time; 120 min. In-System Time on Conventional SkyTrain and SeaBus)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	Bus Service: Cash: All Zones \$2.30	Bus Service: Cash: All Zones \$2.30	No	Valid for unlimited travel on Conventional Bus through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through 1 Zone during the Hours paid for	Cash: \$2.30 credit toward WCE applicable fare	Bus Service: No Add-Fare required
		Bus Service: Stored Value: All Zones \$2.30	Bus Service: Stored Value: All Zones \$2.30				Stored Value: \$2.30 credit toward WCE applicable fare	
		Conventional SkyTrain and SeaBus: Cash: 1 Zone \$2.30 2 Zones \$3.40 3 Zones \$4.65	Conventional SkyTrain and SeaBus: Cash: All Zones \$2.30				Valid for unlimited travel during the Hours and through the number of Zones paid for	
		Conventional SkyTrain and SeaBus: Stored Value: 1 Zone \$2.30 2 Zones \$3.40 3 Zones \$4.65	Conventional SkyTrain and SeaBus: Stored Value: All Zones \$2.30				Conventional SkyTrain and SeaBus: Stored Value: Add-Fare required**	
Single Fare (Adult) on Bus Transfer* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Purchaser who holds a Single Fare (Adult)	All Zones \$3.45 (cash only)	All Zones \$3.45 (cash only)	No	Valid for unlimited travel on Conventional Bus during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not Valid	Not valid	Not Valid

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Single Fare (Concession) on Bus Transfer* (90 min. Transfer Time, except travel to Bowen Island 180 min. Transfer Time and travel from Bowen Island 110 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a Single Fare (Concession)	All Zones \$2.30 (cash only)	All Zones \$2.30 (cash only)	No	Valid for unlimited travel on Conventional Bus during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Not Valid	Not valid	Not Valid
Special Event Ticket on Bus Transfer*, Compass Card* or Compass Ticket* (specified period)	Purchaser	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	Payment of applicable fares, in accordance with fares for Single Fare (Adult) or Single Fare (Concession)	No	Valid for unlimited travel on Conventional Bus during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel during the Hours and through the number of Zones paid for		Add-Fare required**
U-Pass BC on Compass Card* (calendar months)	A U-Pass BC Student who displays a valid student card (together with valid government issue photo identification if no photograph on student card) and holds a valid U-Pass BC on a Compass Card	As determined by the agreement between the post-secondary educational institution, its student society, and TransLink		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		Valid toward purchase of a WCE Monthly U-Pass or \$3.45 credit toward WCE applicable fare	No Add-Fare required
War Amputee Pass on Compass Card* (calendar year)	Veterans of WW1 & WW2 who are members of the War Amputees Association and who holds a valid War Amputee Pass with valid identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
<b>West Coast Express (WCE) Service (5 Zones)</b>								



Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
WCE Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid WCE Monthly Pass (Adult)	1 or 2 Zones - \$186.20 <sup>1</sup> , 3 Zones - \$244.00 <sup>1</sup> , 4 Zones - \$294.50 <sup>1</sup> , 5 Zones - \$402.10 <sup>1</sup>	Yes	Valid for unlimited travel on Conventional Bus through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for		No Add-Fare required	
WCE Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Monthly Pass (Concession)	1 or 2 Zones - \$113.85 <sup>1</sup> , 3 Zones - \$150.75 <sup>1</sup> , 4 Zones - \$185.65 <sup>1</sup> , 5 Zones - \$259.60 <sup>1</sup>	Yes	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		Valid for unlimited travel through the number of Zones paid for	No Add-Fare required	
WCE Monthly U-Pass on Compass Card* (calendar month)	Student of an eligible educational institution who holds a valid student card (together with valid government issue photo identification if no photograph on student card), a valid U-Pass BC and a valid WCE Monthly U-Pass	All Zones - \$117.30 per month <sup>1</sup> .	No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART		No Add-Fare required		
WCE One-Way Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Purchaser who holds a valid WCE One-Way Fare (Adult)	Cash or Contactless Payment: 1 or 2 Zones - \$6.80 3 Zones - \$8.85 4 Zones - \$10.80 5 Zones - \$14.70  Stored Value! 1 or 2 Zones: \$5.65 3 Zones: \$7.45 4 Zones: \$9.15 5 Zones: \$12.30	No	Valid for unlimited travel on Conventional Transit through all Zones during the hours paid for, valid for Eligible HandyDART Users on HandyDART		Valid for unlimited travel in one direction through the number of Zones paid for	Add-Fare required**	

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
WCE One-Way Fare (Concession) on Compass Card* or Compass Ticket* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Child, Youth, Senior or HandyCard Holder with valid identification, who holds a valid WCE One-Way Fare (Concession)	Cash: 1 or 2 Zones - \$4.10 3 Zones - \$5.20 4 Zones - \$6.75 5 Zones - \$9.10  Stored Value <sup>1</sup> : 1 or 2 Zones: \$3.40 3 Zones: \$4.65 4 Zones: \$5.55 5 Zones: \$7.55		No	Valid for unlimited travel on Conventional Transit through all Zones during the hours paid for, valid for Eligible HandyDART Users on HandyDART		Valid for unlimited travel in one direction through the number of Zones paid for	Add-Fare required**
WCE Return Fare (Adult) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Purchaser who holds a valid WCE Return Fare (Adult)	Cash: 1 or 2 Zones - \$12.90 3 Zones - \$17.05 4 Zones - \$20.85 5 Zones - \$27.85  Stored Value: 1 or 2 Zones: \$12.55 3 Zones: \$16.10 4 Zones: \$19.95 5 Zones: \$26.70		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		Valid for unlimited travel through the number of Zones paid for	No Add-Fare required
WCE Return Fare (Concession) on Compass Card* or Compass Ticket* (until day's end-of-service In-System Time)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Return Fare (Concession)	Cash: 1 or 2 Zones - \$8.15 3 Zones - \$10.50 4 Zones - \$13.20 5 Zones - \$17.80  Stored Value: 1 or 2 Zones: \$7.90 3 Zones: \$9.95 4 Zones: \$12.55 5 Zones: \$17.05		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		Valid for unlimited travel through the number of Zones paid for	No Add-Fare required

<sup>1</sup> Indicates a discounted fare in effect for an introductory period as part of the introduction of Compass Card fare media, expiring at such time as determined by TransLink, in its sole discretion.

\* Indicates Proof of Payment.

\*\* Canada Line YVR Add-Fare is a short-term fare premium over the applicable fare in the amount of \$2.50 each way, which will be collected as a return fare premium of \$5.00 payable at YVR-Airport Station, Templeton Station or Sea Island Centre Station.

\*\*\* For transfers from WCE to Canada Line or Bus Service where the Tap In for the transfer to Canada Line or a bus occurs within the initial 120 min. Transfer Time and In-System Time, the passenger will have 90 min. of Transfer Time from the time of Tap In on Canada Line or Bus Service.

**Table “2” – Exemptions**

Eligible Person	Conditions	Exemption		
		Conventional Transit	West Coast Express	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations
Any person	None	Exempt from fare payment while travelling between Canada Line stations located on Sea Island	Not exempt from fare payment	N/A
Attendant	Only one Attendant is eligible for the exemption	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder	Exempt from fare payment, when accompanying HandyCard Holder
Child	None	Exempt from fare payment		Exempt from Add-Fare
Persons having their regular location of work on Sea Island	Persons must (i) provide proof of eligibility acceptable to TransLink to a dealer as designated by TransLink, and (ii) purchase from such dealer and possess as valid Proof of Payment, a Compass Ticket having the applicable fare	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare
Residents of Burkeville, Richmond	Person who holds and uses as valid Proof of Payment a Sea Island Compass Card, issued to such person by TransLink upon such person providing to TransLink proof of residency acceptable to TransLink, having the applicable fare and with valid identification	Not exempt from fare payment	Not exempt from fare payment	Exempt from Add-Fare



March 14, 2024

Mayor George Harvie  
Chair, Board of Directors, Metro Vancouver Regional District  
Metrotower III,  
4515 Central Boulevard  
Burnaby BC V5H 0C6

Dear Chair Harvie,

TransLink has initiated the public consultation process for its Draft 2024-2033 Investment Plan. This Draft Plan is proposed as a bridge to provide urgently needed near-term investments in transit service and extension of local government cost-share programs in 2024-2025 while a larger 2025 Investment Plan is developed to begin delivering the Access for Everyone Plan. Consultation on this proposed 2024 Investment Plan will begin on March 22 and conclude on April 5, 2024.

Consultation with Metro Vancouver on the Draft Plan is a legislatively required part of the development and approval of the Draft Plan. In March, TransLink staff will present an overview of the Draft Plan to Metro Vancouver's Board.

In addition to the required TransLink consultation with Metro Vancouver regarding the Draft Plan, legislation requires the Mayors' Council to formally consult with the Metro Vancouver Board regarding any increase to TransLink's borrowing limit proposed in a draft investment plan. Specifically, Section 31(1.1) of the South Coast British Columbia Transportation Act (SCBCTA Act) states:

Before the Mayors' Council on Regional Transportation approves an investment plan that proposes an increase in the amount the authority may borrow, the Mayors' Council on Regional Transportation must consult with the Greater Vancouver Regional District Board of Directors.

In accordance with this provision, and to fulfill TransLink's consultation obligations with respect to the amount TransLink may borrow, I am writing to inform the Metro Vancouver Board of Directors that the Mayors' Council plans to consider approval of a 2024-33 Investment Plan that would increase TransLink's established borrowing limit. A response to this letter from the Metro Vancouver Board is requested by April 5, 2024 with any feedback you may wish to provide.

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TransLink currently has an established borrowing limit of \$6.8 billion. The Draft Plan proposes an increase of \$1.7 billion to the amount TransLink may borrow so that the revised borrowing limit, in accordance with Section 31(1) of the SCBCTA Act, becomes \$8.5 billion. The need to increase the borrowing limit is driven by inflationary pressures and construction cost escalations on TransLink's capital program.

If you have any questions, please do not hesitate to contact me, or to have your staff liaise with TransLink staff. We look forward to Metro Vancouver's continued support for investment in transit and transportation in the region.

Sincerely,

A handwritten signature in blue ink, appearing to read 'BWL', with a long horizontal stroke extending to the right.

Mayor Brad West  
Chair, Mayors' Council on Regional Transportation  
Enclosure

cc: Jerry Dobrovlny, Commissioner/Chief Administrative Officer, Metro Vancouver  
Harji Varn, Chief Financial Officer, Metro Vancouver  
Lorraine Cunningham, Chair, TransLink Board of Directors  
Kevin Quinn, Chief Executive Officer, TransLink  
Mike Buda, Executive Director, Mayors' Council on Regional Transportation

TO: Board of Directors

FROM: Christine Dacre, Chief Financial Officer  
Olga Kuznetsova, Vice President Financial Services  
Donna Chao, Director Corporate Finance

DATE: March 25, 2024

SUBJECT: 2024 Property Tax Bylaw and 2024 Replacement Tax Bylaw

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## PROPOSED RESOLUTIONS

### Property Tax Bylaw:

- A. That the TransLink Board of Directors introduces and reads a first, second and third time the *South Coast British Columbia Transportation Authority 2024 Property Tax Bylaw Number 152-2024* attached as Attachment 1 to the report dated March 25, 2024 titled "2024 Property Tax Bylaw and 2024 Replacement Tax Bylaw".
- B. That the TransLink Board of Directors reconsiders and finally adopts the *South Coast British Columbia Transportation Authority 2024 Property Tax Bylaw Number 152-2024* attached as Attachment 1 to the report dated March 25, 2024 titled "2024 Property Tax Bylaw and 2024 Replacement Tax Bylaw".

### Replacement Tax Bylaw:

- C. That the TransLink Board of Directors introduces and reads a first, second and third time the *South Coast British Columbia Transportation Authority 2024 Replacement Tax Bylaw Number 153-2024* attached as Attachment 2 to the report dated March 25, 2024 titled "2024 Property Tax Bylaw and 2024 Replacement Tax Bylaw".
- D. That the TransLink Board of Directors reconsiders and finally adopts the *South Coast British Columbia Transportation Authority 2024 Replacement Tax Bylaw Number 153-2024* attached as Attachment 2 to the report dated March 25, 2024 titled "2024 Property Tax Bylaw and 2024 Replacement Tax Bylaw".

## EXECUTIVE SUMMARY

Annually, the Property and Replacement tax rates are set based on the contemplated revenue increases set out in TransLink's approved Investment Plan.

The Property and Replacement tax rates for 2024 are in accordance with the 2024 Investment Plan and are calculated based on:

- year-over-year consistency in average taxes assessed; and
- the prescribed *British Columbia Hospital District Act Regulation* ratio requirements for rate changes.

The target Property and Replacement tax revenue for 2024 totals \$594.1 million and is broken down as follows:

- Property tax revenue of \$576.1 million, which includes a 24 per cent increase over the previous year's target revenue, as outlined in the approved 2024 Investment Plan:

- 3 per cent annual statutory increase
- 1.15 per cent additional increase to the standard property tax revenue
- 3.18 per cent increase for development growth (new construction)
- A one-time increase of \$80 million approved in the 2024 Investment Plan
- Replacement tax revenue of \$18 million, which is a fixed annual amount.

The overall impact of the 2024 tax rates (**both** property tax and replacement tax) for an average residential property will be an increase of approximately \$80 (25 per cent) over the prior year.

The administration of these two taxes is different and, therefore, separate bylaws are required.

TransLink is seeking approval of the proposed resolutions for the 2024 annual tax rates by property class to facilitate the collection of the 2024 property tax revenue.

## **PURPOSE**

The purpose of this report is to obtain from the Board an approval of the 2024 property and replacement tax bylaw resolutions.

## **BACKGROUND**

Annually, the Property and Replacement tax rates are set in accordance with the *South Coast British Columbia Transportation Authority Act* (the "SCBCTA Act"). Property tax rates are based on the contemplated revenue increases set out in TransLink's approved 2024 Investment Plan which include:

For Property Tax:

- 3 per cent increase in property tax revenues for the annual statutory increase allowable under the SCBCTA Act
- 1.15 per cent additional annual increase to property tax revenue
- 3.18 per cent increase for annual development growth from new development and construction
- A one-time increase of \$80 million as approved in the 2024 Investment Plan, which represents roughly 17 per cent of prior year's property taxes levied

For Replacement Tax:

- A fixed annual amount of \$18 million

The administration of the property tax and replacement tax is different and therefore separate bylaws are required.

## **DISCUSSION**

TransLink has received and reviewed the 2024 completed property tax assessment rolls from BC Assessment.

## Property Tax

In accordance with the 2024 Investment Plan, the 2024 property tax revenue to be collected through the rate setting process is \$576.1 million, an increase from previous year's target property tax revenue of 24 per cent (excluding replacement tax). This is also higher than the 2024 budgeted amount of \$493.2 million, due to:

- One-time increase to the property tax of \$80 million approved in 2024 Investment Plan and not included in budget; and
- Higher development growth rate of 3.18 per cent, which is aligned to actual development growth rate and is higher than the previously budgeted rate of 2.3 per cent.

Table 1 – Summary of Property Value Changes by Class:

Property Class	2024 Completed Roll (\$ millions)	2023 Revised Roll (\$ millions)	Total Increase/ (Decrease) (\$ millions)	Year over Year		
				Develop ment Change	Market Change	Total Change
01 Residential	1,301,354	1,266,799	34,555	3.2%	-0.5%	2.7%
02 Utilities	2,638	2,432	206	2.4%	6.1%	8.5%
04 Major Industry	4,356	3,843	513	3.9%	9.5%	13.4%
05 Light Industry	44,478	39,100	5,378	0.3%	13.4%	13.8%
06 Business and Other	236,252	230,680	5,572	3.7%	-1.3%	2.4%
08 Rec/Non-Profit	2,865	3,014	-149	-6.2%	1.2%	-5.0%
09 Farm	99	101	-2	-18.6%	16.2%	-2.4%
<b>Total</b>	<b>\$1,592,042</b>	<b>\$1,545,969</b>	<b>\$46,073</b>	<b>3.18%</b>	<b>-0.2%</b>	<b>3.0%</b>

\*Some amounts may not add due to rounding

Comparing the 2024 completed roll to the 2023 revised roll, there were large increases in overall value for Utilities, Major and Light Industries. Other classes had modest increases or declined in overall value.

The recommended 2024 property tax rates comply with the requirements of the SCBCTA Act relating to changes in tax rates tied to the prescribed *British Columbia Hospital District Act Regulation* ratios. The recommended rates also provide the most consistent year-over-year change on property owners' average tax bills given the target property tax revenue.



Table 2 – Property Tax Revenues Summary:

Property Class	2024 Completed Roll (\$000s)	2024 Property Tax Rate (per \$1,000)	2023 Property Tax Rate (per \$1,000)	Increase in Property Tax Rates	2024 Revenue Forecast (\$000s)	2023 Revenue Invoiced (\$000s)
01 Residential	\$1,301,354,306	\$0.2687	\$0.2171	\$0.0516	\$349,615	\$275,022
02 Utilities	\$2,638,408	\$2.3185	\$2.1381	\$0.1804	\$6,117	\$5,200
04 Major	\$4,356,297	\$1.3672	\$1.2156	\$0.1516	\$5,956	\$4,671
05 Light Industry	\$44,478,283	\$0.6194	\$0.5705	\$0.0489	\$27,549	\$22,307
06 Business and Other	\$236,251,846	\$0.7886	\$0.6623	\$0.1263	\$186,310	\$152,779
08 Rec/Non-Profit	\$2,865,059	\$0.1821	\$0.1496	\$0.0325	\$522	\$451
09 Farm	\$98,876	\$0.3276	\$0.3090	\$0.0186	\$32	\$31
<b>Total</b>					<b>\$576,101</b>	<b>\$460,461</b>

\*Some amounts may not add due to rounding

### Replacement Tax

The SCBCTA Act permits TransLink to collect up to \$18 million as replacement tax on property classes 1, 2, 4, 5 and 6, in proportions determined by the Authority.

The 2024 replacement tax rates meet the planned target revenue of \$18 million and provide a consistent year-over-year tax impact on property holders' average tax bills.

In all property classes, the 2024 replacement tax rate is lower than the 2023 rate due to the overall increase in assessed property value.

Table 3 – Replacement Tax Revenues Summary:

Property Class	2024 Completed Roll (\$000s)	2024 Repl Tax Rate (per \$1,000)	2023 Repl Tax Rate (per \$1,000)	Increase/ (Decrease) in Repl Tax Rates	2024 Revenue Forecast (\$000s)	2023 Revenue Invoiced (\$000s)
01 Residential	\$1,301,354,306	\$0.0016	\$0.0017	(\$0.0001)	\$2,135	\$2,154
02 Utilities	\$2,638,408	\$0.0627	\$0.0650	(\$0.0023)	\$166	\$158
04 Major Industry	\$4,356,297	\$0.0651	\$0.0675	(\$0.0024)	\$284	\$259
05 Light Industry	\$44,478,283	\$0.0554	\$0.0574	(\$0.0020)	\$2,464	\$2,244
06 Business and Other	\$236,251,846	\$0.0548	\$0.0568	(\$0.0020)	\$12,951	\$13,103
<b>Total</b>					<b>\$18,000</b>	<b>\$17,918</b>

\*Some amounts may not add due to rounding

Table 4 – Summary of Combined Property and Replacement Tax impacts:

Property Class	2024 Average Assessment	2023 Average Assessment	2024 Average Property & Repl Tax	2023 Average Property & Repl Tax	\$ Change In Average Tax	% Change In Average Tax
01 Residential	\$1,492,591	\$1,473,034	\$403	\$323	\$80	25%
02 Utilities	\$2,294,268	\$2,089,555	\$5,463	\$4,604	\$859	19%
04 Major Industry	\$29,236,892	\$26,319,604	\$41,876	\$33,771	\$8,105	24%
05 Light Industry	\$11,358,091	\$10,137,449	\$7,664	\$6,365	\$1,299	20%
06 Business and Other	\$5,467,780	\$5,397,540	\$4,612	\$3,882	\$730	19%
08 Rec/Non-Profit	\$3,887,461	\$3,763,199	\$708	\$563	\$145	26%
09 Farm	\$19,696	\$19,436	\$6	\$6	-	-

\*Some amounts may not add due to rounding

The average property and replacement taxes have been calculated by multiplying the average assessment values by the corresponding combined tax rates.

The overall impact of the 2024 tax rates (both property tax and replacement tax) for an average residential property will be an increase of approximately \$80 (25 per cent) over the prior year. An average business class property will experience an increase of approximately \$730 (19 per cent) over the prior year.

The table below summarizes the impact of the one-time \$80 million increase approved in the 2024 Investment Plan for varying assessment values for residential and business properties.

Table 5 – Impact of \$80 Million Increase on Total Property and Replacement Taxes Levied - Residential

Assessed Value of Residential Property	Total Prop & Repl Tax (with \$80 million increase)	Total Prop & Repl Tax (without \$80 million increase)	Total Additional Tax Levied
\$500,000	\$135	\$114	\$21
\$750,000	\$203	\$172	\$31
\$1,000,000	\$270	\$229	\$41
\$1,492,591*	\$403	\$341	\$62
\$1,500,000	\$405	\$343	\$62
\$2,000,000	\$541	\$457	\$84
\$3,000,000	\$811	\$686	\$125
\$4,000,000	\$1,081	\$915	\$166

Amounts in the above table have been rounded.

\* Assessment of Average Residential Property

Table 6 - Impact of \$80 Million Increase on Total Property and Replacement Taxes Levied - Business

<b>Assessed Value of Business Property</b>	<b>Total Prop &amp; Repl Tax (with \$80 million increase)</b>	<b>Total Prop &amp; Repl Tax (without \$80 million increase)</b>	<b>Total Additional Tax Levied</b>
\$1,000,000	\$843	\$742	\$101
\$2,000,000	\$1,687	\$1,483	\$204
\$5,000,000	\$4,217	\$3,708	\$509
\$5,467,780*	\$4,612	\$4,054	\$558
\$10,000,000	\$8,434	\$7,415	\$1,019
\$20,000,000	\$16,869	\$14,830	\$2,039

Amounts in the above table have been rounded.

\* Assessment of Average Business Property

**RECOMMENDATION**

It is recommended that the Board approve and adopt the attached bylaws effective January 1, 2024.

**ATTACHMENTS:**

Attachment 1: Property Tax Bylaw # 152-2024

Attachment 2: Replacement Bylaw # 153-2024

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**BYLAW NUMBER 152-2024**

*A Bylaw imposing Property Tax for the year 2024*

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**BYLAW NUMBER 152-2024**

A Bylaw imposing Property Tax for the year 2024

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

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

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

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

1. This Bylaw may be cited as the “South Coast British Columbia Transportation Authority 2024 Property Tax Bylaw Number 152-2024.”
2. In this Bylaw, “transportation service region” means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
3. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the variable rates set out in Schedule 1 attached thereto.
4. This Bylaw comes into force and takes effect on January 1, 2024.

READ A FIRST, SECOND AND THIRD TIME this April 25, 2024.

RECONSIDERED, PASSED AND FINALLY ADOPTED this April 25, 2024.

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Lorraine Cunningham, Chair

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Jennifer Breeze, General Counsel & Corporate Secretary

**SCHEDULE 1 attached to and forming part of**  
**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
**2024 PROPERTY TAX BYLAW NUMBER 152-2024**

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.2687
02	Utilities	2.3185
04	Major Industry	1.3672
05	Light Industry	0.6194
06	Business/Other	0.7886
08	Recreational and Non-Profit	0.1821
09	Farm	0.3276

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**BYLAW NUMBER 153-2024**

*A Bylaw imposing Replacement Tax for the year 2024*

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

**BYLAW NUMBER 153-2024**

A Bylaw imposing Replacement Tax for the year 2024

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

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

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

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

1. This Bylaw may be cited as the “South Coast British Columbia Transportation Authority 2024 Replacement Tax Bylaw Number 153-2024.”
2. In this Bylaw, “transportation service region” means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.
3. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the rates set out in Schedule 1 attached thereto.
4. This Bylaw comes into force and takes effect on January 1, 2024.

READ A FIRST, SECOND AND THIRD TIME this April 25, 2024.

RECONSIDERED, PASSED AND FINALLY ADOPTED this April 25, 2024.

---

Lorraine Cunningham, Chair

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Jennifer Breeze, General Counsel & Corporate Secretary



**SCHEDULE 1 attached to and forming part of**  
**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
**2024 REPLACEMENT TAX BYLAW NUMBER 153-2024**

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.0016
02	Utilities	0.0627
04	Major Industry	0.0651
05	Light Industry	0.0554
06	Business/Other	0.0548