

**ANNEX A:
Investment Plan
(2022-2031 Investment
Plan)**

May 26, 2022



2022 Investment Plan

Submitted May 26, 2022

translink.ca



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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.

Land Acknowledgement

TransLink recognizes the rights of Indigenous Peoples and respects and celebrates the Indigenous Nations on whose treaty lands and unceded territories we are fortunate to live, work and operate, and recognizes that, in planning and managing the region's transportation system, we have a role to play in advancing reconciliation with Indigenous Peoples.

In March 2022, the Indigenous Relations Vision Statement and Guiding Principles were approved by the TransLink Board of Directors and supported by the Mayors' Council. The Vision and Guiding Principles on [page 36](#), developed with engagement with Indigenous Nations in our region, are a first step in demonstrating our commitment to reconciliation with Indigenous Peoples.



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For the purpose of the *South Coast British Columbia Transportation Authority Act*, this document constitutes the investment plan prepared in 2021 and 2022 for the 2022-2031 period. This document will serve as TransLink's strategic and financial plan beginning June 1, 2022, until a replacement investment plan is approved.

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

KEEPING METRO VANCOUVER MOVING

TransLink entered 2020 with momentum that was the envy of transit agencies across the continent. Unprecedented levels of investment were being poured into the system to keep pace with a steady boom in ridership. Seemingly overnight, our world was turned upside down. Public health measures and changing commuting patterns led to a decrease in both ridership and farebox revenue, which now presents a clear and persisting challenge.

Yet, TransLink didn't stop moving and neither did the people of this region. The pandemic underscored just how critical a reliable transit and transportation system are to keeping essential services running and the economy functioning. We're grateful to the Government of British Columbia and Government of Canada for providing emergency relief funding and being active partners in helping us navigate these challenging times.

Even with depressed ridership, TransLink has maintained service at near pre-pandemic levels, keeping the system relatively intact. We're making great strides in our recovery from COVID-19, but there are still many pressing issues weighing

heavily on the minds of Metro Vancouver residents that a healthy and forward-leaning regional transportation system can help ease.

From the accelerating climate emergency whose destructive impacts we are now clearly feeling, to the affordability crisis leaving many struggling to live in this already expensive region, and worsening traffic congestion making it increasingly difficult to get around. Each of these challenges present us with an opportunity to do better.

BUILDING A BRIDGE TO THE FUTURE WE WANT

To meet our collective goals, we need to advance our urgent and much needed transit and transportation priorities. At the beginning of 2022, the Mayors' Council and TransLink Board of Directors adopted Transport 2050, the region's new 30-year regional transportation strategy. Transport 2050 is a strategy to make transportation more convenient, reliable, safe, comfortable, carbon-free, and to ensure access for everyone.

TransLink is pulling double duty right now to stabilize finances and maintain services in the near-term, so that we have a strong foundation

to help us build the bright future we want. At the same time, we're planning decades into the future to ensure our transportation system can keep up with the demands of a growing region. In pursuing these goals, we're cognizant these plans must be both ambitious and realistic, while minimizing the affordability impacts to people and businesses in

the region. We're committed to working with our partners and all levels of government to ensure these ambitions are realized.

It's up to us to come together as a region – to work towards the sustainable transportation future everyone deserves.



A stylized, handwritten signature in black ink, appearing to read 'Jonathan X. Côté'.

*Jonathan X. Côté
Chair, Mayors' Council on
Regional Transportation*



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

*Lorraine Cunningham
Chair, TransLink Board of Directors*



Message from Minister George Heyman

On behalf of the Government of British Columbia, I am pleased to support TransLink's 2022 Investment Plan. This plan focuses on achieving financial stability, while continuing to invest in key priorities for future public transportation in Metro Vancouver.

Our world changed in 2020. As a province we came together, prioritizing health and safety to minimize the devastating impacts of an unprecedented global pandemic. Every industry has been affected, including the public transportation sector. For TransLink, this meant putting some of its important plans on a temporary hold and shifting its immediate goals from service expansion to maintaining essential service delivery.

Our government was pleased to partner with the federal government to provide TransLink with \$675.8 million in relief funding to ensure transit would continue to be there for all who depend on it. And again, earlier this year the two governments provided an additional \$176 million to keep transit available and moving while ridership continues to recover. Now, it's time to look ahead.

Investing in a strong and accessible public transportation network is a top priority for our government. We recognize that access to safe, affordable transit plays an important role in B.C.'s pandemic recovery and economic health. In 2018 we provided 40% of the capital costs of the Mayors' Council's 10-Year Vision and will continue to do so for this 2022 Investment Plan.

This Plan will ensure that TransLink is on solid ground as we move forward, stabilizing service overall as people return to public transit. It means making thoughtful and timely transit investments to meet future demands, advancing high-priority

capital projects such as the Surrey Langley SkyTrain project, and aggressively implementing our climate commitments through TransLink's Low Carbon Fleet Strategy.

TransLink's vision for transportation in the region is bold and ambitious. Together, we are transforming public transportation in Metro Vancouver by building an interconnected system that will one day make driving in the region a secondary choice as public transit is linked to housing opportunities and compact, liveable communities. This Investment Plan acts as a bridge to carry us forward from the past two years while we work together on long term plans. I look forward to continuing our work together through this plan and onward.

Sincerely,



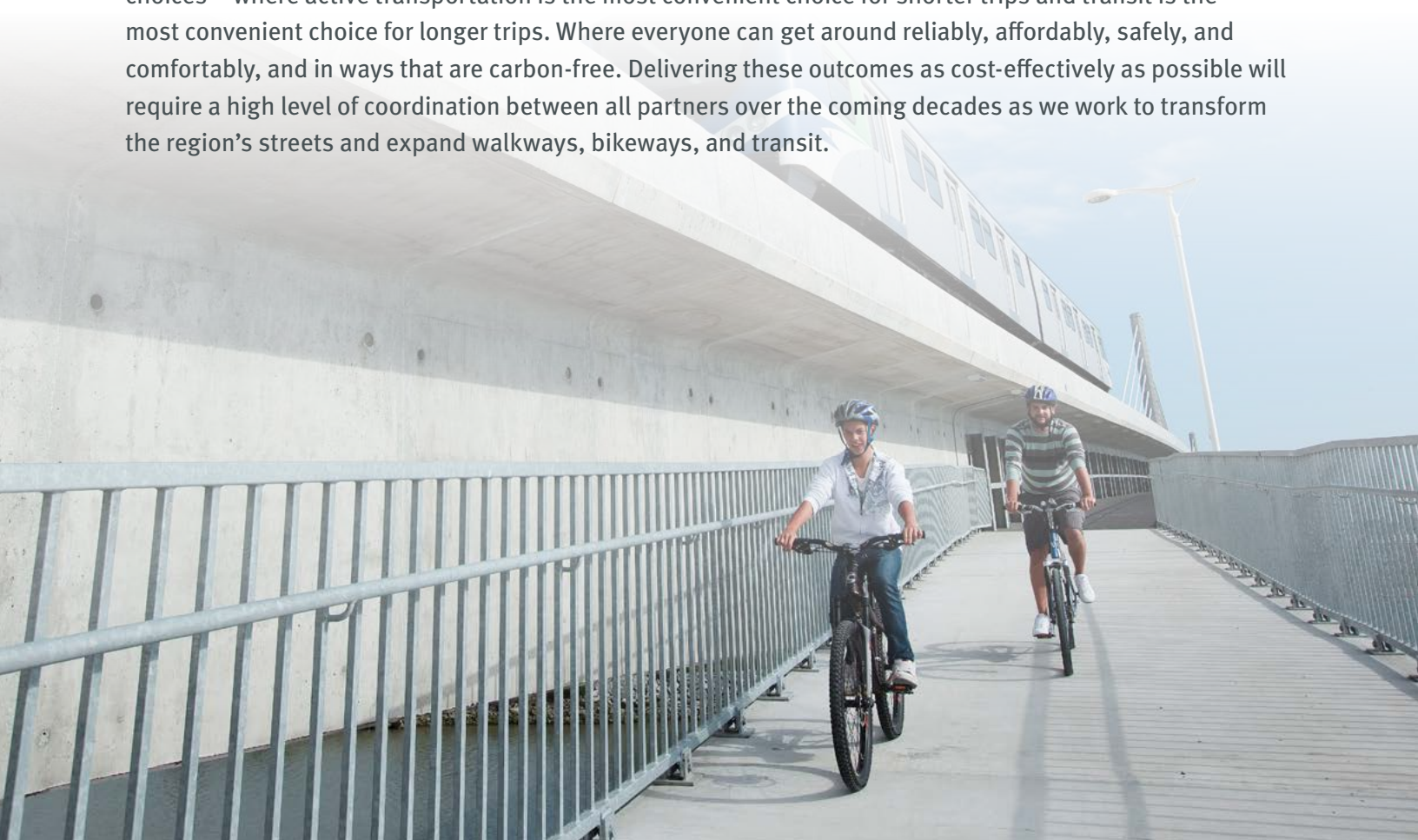
*George Heyman
Minister of Environment and Climate Change
Strategy and Responsible for TransLink*

Executive Summary

TransLink, Metro Vancouver’s regional transportation authority, is responsible for planning, financing, and managing a transportation system that moves people and goods in and around the region – on walkways, bikeways, roads and on the transit system. Operating the region’s transit system is one of TransLink’s major responsibilities: it makes up the majority of spending and is the source of a significant portion of revenues in the form of transit fares.

Like most transit system operators, TransLink has faced unprecedented financial challenges throughout the COVID-19 pandemic with public health measures causing significant reductions to transit ridership and fare revenue throughout 2020 and 2021. Thanks to emergency operating relief from the governments of Canada and British Columbia, TransLink was able to maintain needed transit service levels throughout the pandemic to keep the economy functioning, support essential travel, and to lay the groundwork for a sustainable pandemic recovery.

This region has bold ambitions to deliver a transportation system where people have a variety of convenient choices – where active transportation is the most convenient choice for shorter trips and transit is the most convenient choice for longer trips. Where everyone can get around reliably, affordably, safely, and comfortably, and in ways that are carbon-free. Delivering these outcomes as cost-effectively as possible will require a high level of coordination between all partners over the coming decades as we work to transform the region’s streets and expand walkways, bikeways, and transit.



To achieve this ambitious future, TransLink first needs to ensure there is a strong foundation upon which to build. Over the past two years, the TransLink Board of Directors and Mayors' Council on Regional Transportation worked collaboratively with the region's local governments, the Government of British Columbia, and the Government of Canada to develop this 2022 Investment Plan. This Plan outlines expected expenditures and revenues from 2022-2031, with an overarching focus on:

- Stabilizing TransLink's finances.
- Maintaining the region's transportation system in a state of good repair.
- Right-sizing TransLink's services and expenditures for the next few years.
- Advancing a few select strategic projects.

The funding approach described on the following pages will keep TransLink financially stable through to 2025, after which a new Investment Plan that addresses any remaining funding gap will be required to ensure continued sustainability.

What the 2022 Investment Plan Will Deliver

HOLDING TRANSIT SERVICE STABLE

In 2021 and early 2022, TransLink implemented a 4% reduction on average in conventional bus service to match lower short-term demand while ensuring the system remained convenient and usable. The Investment Plan maintains this level of service through 2024 while also advancing high-urgency transit service improvements.

The plan maintains current service levels on SeaBus and increases service by 3% on HandyDART. For West Coast Express, the plan maintains the same number of trains as pre-COVID but increases capacity by adding train cars in response to demand. SkyTrain service on the existing system is already near pre-COVID levels, with expanded service in the lead up to the opening of Broadway Subway and Surrey Langley SkyTrain extensions.

PURSUING URGENT BUS SERVICE EXPANSION THROUGH SERVICE REALLOCATION

As a result of the pandemic, most bus service expansion contemplated in the 2018 Investment Plan (Phase 2 of the 10-Year Vision) planned for 2020 and 2021 was put on hold. This plan proposes to reallocate some service from existing frequent routes with available capacity to ensure TransLink is most efficiently using its resources to meet customer needs, and to pursue high-urgency projects beginning as early as 2023.

MAKING BUSES MORE RELIABLE THROUGH INVESTMENTS IN BUS PRIORITY

The plan doubles the amount of cost-share funding for local governments to build bus priority infrastructure, reducing the amount of time buses are stuck in traffic, making taking the bus a faster and more reliable experience resulting in net cost savings to TransLink that will help offset fiscal pressures and reduce the funding gap.

ADVANCING HIGH-PRIORITY CAPITAL PROJECTS

The plan continues to fund critical upgrades to SkyTrain power and control systems, state of good repair projects, the R6 Scott Road RapidBus, and the Broadway Subway Project. New in this plan is funding for construction and operation of six washrooms across the transit network, regional funding for the Surrey Langley SkyTrain, and an associated new SkyTrain operations and maintenance centre.

IMPLEMENTING OUR CLIMATE COMMITMENTS

The plan includes continued funding for the Low Carbon Fleet Strategy (LCFS) that is critical to meeting the net-zero by 2050 emissions target set out in TransLink's corporate Climate Action Strategy. It includes over \$1.5 billion of investments to replace 34% of the current diesel bus fleet with battery-electric buses and buses that will run on renewable natural gas, as well as funding to design and construct critical charging infrastructure at bus depots. Together, these investments will reduce corporate emissions by 37% by 2030 over a 2010 baseline, which is part of TransLink's response to the climate emergency.

MAKING STREETS SAFER THROUGH ACTIVE TRANSPORTATION AND ROAD INVESTMENTS

The plan includes nearly \$70 million in funding for walking and cycling, extending the existing infrastructure cost-share programs with local governments for another three years (2022, 2023, 2024). These investments advance key regional objectives of improving walking access to transit and building out the Major Bikeway Network and Urban Centre bikeway networks. The plan also includes over \$76 million for safety-related infrastructure upgrades and nearly \$50 million for seismic upgrades and replacement of major structures on the Major Road Network (MRN).

PLANNING FOR FUTURE EXPANSION

While the 2022 Investment Plan is focused first on maintaining the region's transportation system, the plan includes funding for future major project business cases and studies. This allows TransLink to be ready for future transit system expansion outlined in Transport 2050: 10-Year Priorities.

How TransLink Will Fund the 2022 Investment Plan

The COVID-19 pandemic has had a significant adverse financial impact on TransLink, with a decline in both transit fare and fuel tax revenues. In addition, with strong climate action policies encouraging a more rapid transition to electric vehicles, the longer-term outlook for fuel tax revenue is declining more rapidly than previously forecast.

Given both the scale and uncertainty associated with TransLink’s current funding challenges, the Mayors’ Council and the Government of British Columbia have agreed to help address this uncertainty in two steps, over the course of two investment plan cycles:

1. The first step, in this 2022 Investment Plan, is to keep TransLink financially stable for the next three years until there is more certainty with the return of ridership and revenue for the development of the next investment plan. This approach keeps the additional revenue generated in this plan as low as possible in order to minimize the affordability impacts to people and businesses in Metro Vancouver while the region collectively recovers from the COVID-19 pandemic.

The approach to funding this plan includes:

- Cost-saving measures that have reduced corporate expenditures and postponed many previously planned capital investments.
- Cost-saving measures in the form of greater transit priority on streets, allowing TransLink to run the same bus service more quickly, reliably and at lower cost.
- Maximizing non-taxation revenues from commercial activities, carbon credits, and income distribution from real estate projects, etc.
- Additional pandemic relief funding from the Government of Canada and the Government of British Columbia announced in February 2022.
- Additional annual increases to standard property tax revenue of 1.15%. This roughly equates to an additional \$3 in 2023 for the average residential property.
- Limiting fare increases to 2.3% on average per year during 2022-2024. These fare increases are lower than planned for this period in the previous investment plan.
- Holding other existing revenue sources at their current rates.

Taken together, this approach will keep TransLink financially stable for the next three years but is not sufficient to completely solve the long-term funding gap caused by the COVID-19 pandemic. The additional unfunded amount required to balance the remainder of the 2022 Investment Plan (for years 2026 – 2031) ranges anywhere from \$30 million to \$295 million annually, depending mainly on the pace of ridership recovery and, to a lesser extent, on the pace of electric vehicle adoption.

TransLink will continue to closely monitor ridership recovery and should have a much clearer picture of the remaining long-term funding gap over the next few years. Addressing long-term financial sustainability will ultimately require a new funding approach that relies less heavily on transit fares and that transitions away from a reliance on the fuel tax.

2. The second step will occur in the next investment plan (to be tabled by 2025). The Mayors’ Council and the Government of British Columbia have committed to working in close partnership to set appropriate services levels and capital investments and to enable new sustainable revenue sources for inclusion in the next investment plan – to fill any remaining funding gap and to ensure that the region can deliver on its urgently needed transportation priorities. This second step is critical, as without additional revenue to fill the remaining funding gap, TransLink would need to implement significant reductions to transit service in 2026 to balance the plan (as required by the *South Coast British Columbia Transportation Authority Act*).

An aerial, high-angle photograph of a city street. A blue and white bus is blurred as it moves from the bottom left towards the center. Several pedestrians are walking on the sidewalk, also appearing slightly blurred. There are trees and a building with a glass facade on the right side. The overall image has a blue tint.

ABOUT THE TRANSLINK ENTERPRISE

Multi-modal regional mandate

South Coast British Columbia Transportation Authority (TransLink) is Metro Vancouver's regional transportation authority. TransLink is responsible for planning, financing, and managing the regional transportation system to move people and goods in support of Provincial and regional growth management, emissions-reduction, and economic development objectives.

What We Do



BUS: TransLink has more than 1,700 vehicles serving over 245 routes, including contracted services; 100% of transit vehicles and rail stations, and 80% of bus stops, are wheelchair accessible.



SEABUS: Passenger-only ferries linking downtown Vancouver and North Vancouver.



SKYTRAIN: 79 kilometres of rapid transit and 53 stations on the Expo, Millennium, and Canada Lines.



CYCLING AND WALKING: With 11 indoor bike parkades along the transit network, Metro Vancouver has the largest transit-integrated bike parkade network in Canada, including about 400 bike lockers. In addition, TransLink invests in regional cycling and walking infrastructure across the region.



HANDYDART: TransLink's paratransit system, available for those who are unable to safely navigate conventional public transit without assistance due to a disability. In 2021, HandyDART fleet included nearly 350 shuttles.



ROADS: TransLink funds the operation and maintenance of Metro Vancouver's Major Road Network, which includes 2,660 lane-kilometres connecting the provincial highway system with the local road network.



TRANSIT POLICE: The only dedicated Transit Police service in Canada, represented by 183 officers and 75 civilian staff.



WEST COAST EXPRESS: 69 kilometres of commuter rail, with eight stations between downtown Vancouver and Mission.



BRIDGES: TransLink owns and maintains five bridges, including the Knight Street Bridge, Pattullo Bridge, Golden Ears Bridge, Westham Island Bridge, and the Canada Line bike and pedestrian bridge.

Introduction

Top-performing Transit System in North America

By all accounts, Metro Vancouver’s transit system is a strong performer – having won recognition in 2019 as the best transit system in North America thanks to strong ridership growth, operational efficiency, maintenance initiatives, sustainability initiatives, customer service, and financial management.¹

Key to that achievement was the latest wave of transit expansion, which had its roots in 2014 when the Mayors’ Council on Regional Transportation adopted a vision that included a 25% increase in bus service. The last two investment plans, in 2017 and 2018, made substantial progress delivering on that increase supported by a historic \$2.38 billion from the Government of Canada and \$2.80 billion from the Government of British Columbia – the latter a result of a new provincial commitment to fund 40% of the capital costs of the 2014 Mayors’ Vision. As a result of this investment, from 2016 to 2018 TransLink saw record-setting ridership growth of 18% while simultaneously achieving record highs in on-time performance and customer satisfaction.

This transit investment combined with supportive policies and a long history of transit-oriented land use and growth management in this region, resulted in a highly productive transit system. As a result, our region recovered higher proportions of transit operating costs from transit revenues than nearly all other urban regions on the continent.²

In 2019, most transit systems in Canada and the US recovered less than half of their operating costs from

transit revenues, with our peer regions on the west coast (Seattle, Portland, San Francisco, Los Angeles) recovering in the range of one-fifth to one-third.³

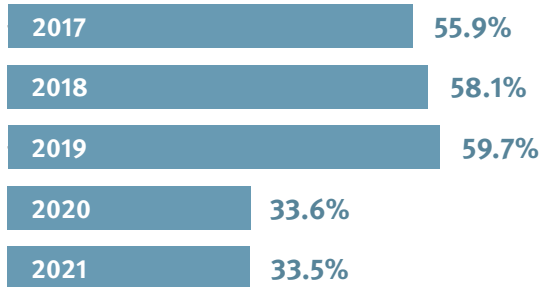


Figure 1 – TransLink transit operating costs recovered from transit revenues 2017-2021

The more operating costs are covered by transit revenues, the more a system is financially strained when ridership declines. Accordingly, since the beginning of the pandemic, TransLink has faced unprecedented financial challenges related to reductions in transit ridership and the fare revenue upon which TransLink had been relying so heavily. As well, TransLink faced drops in fuel tax revenue as fewer vehicles were on the road during the pandemic.

As provincial health restrictions have ended and people have started returning to offices and schools, we are beginning to see stronger ridership recovery in the region. And as tourism and other economic sectors begin to recover, general vehicle traffic is also increasing, thus contributing to a near-term recovery in fuel tax revenues.

¹ In 2019, TransLink was awarded the 2019 Outstanding Public Transportation System Achievement Award by the American Public Transportation Association (APTA).

² Only the Toronto and Montreal regions recovered higher proportions of operating costs from transit revenues.

³ Sources: CUTA Factbook; APTA Factbook

Responding to the COVID-19 Pandemic

Recognizing transit as an essential service, the Government of Canada and British Columbia provided \$851.8 million⁴ in one-time emergency operating relief funding to maintain transit service levels in the region throughout the pandemic period and during the recover after. This relief funding is intended to support essential travel, keep the economy functioning and to lay the groundwork for a sustainable pandemic recovery.

To support household affordability, the Government of British Columbia included in this amount \$44.0 million to keep TransLink's annual fare increases in 2021-2024 at no more than 2.3% on average, which is lower than the previously planned fare increases for this time period. In addition, the Government of British Columbia provided \$14.9 million to support implementation of free transit for youth 12 and under, effective September 1, 2021.

TransLink and the Government of British Columbia signed a Memorandum of Understanding that committed to collaborating on longer-term solutions to stabilize TransLink's finances and to support the Safe Restart and post-pandemic StrongerBC economic recovery plans.



⁴ \$675.8 million in 2020–2021 and a further \$176.0 million in April 2022.

RIDERSHIP FORECASTING IN TIMES OF DEEP UNCERTAINTY

In late March 2020, systemwide ridership dropped to 17% of pre-pandemic levels.

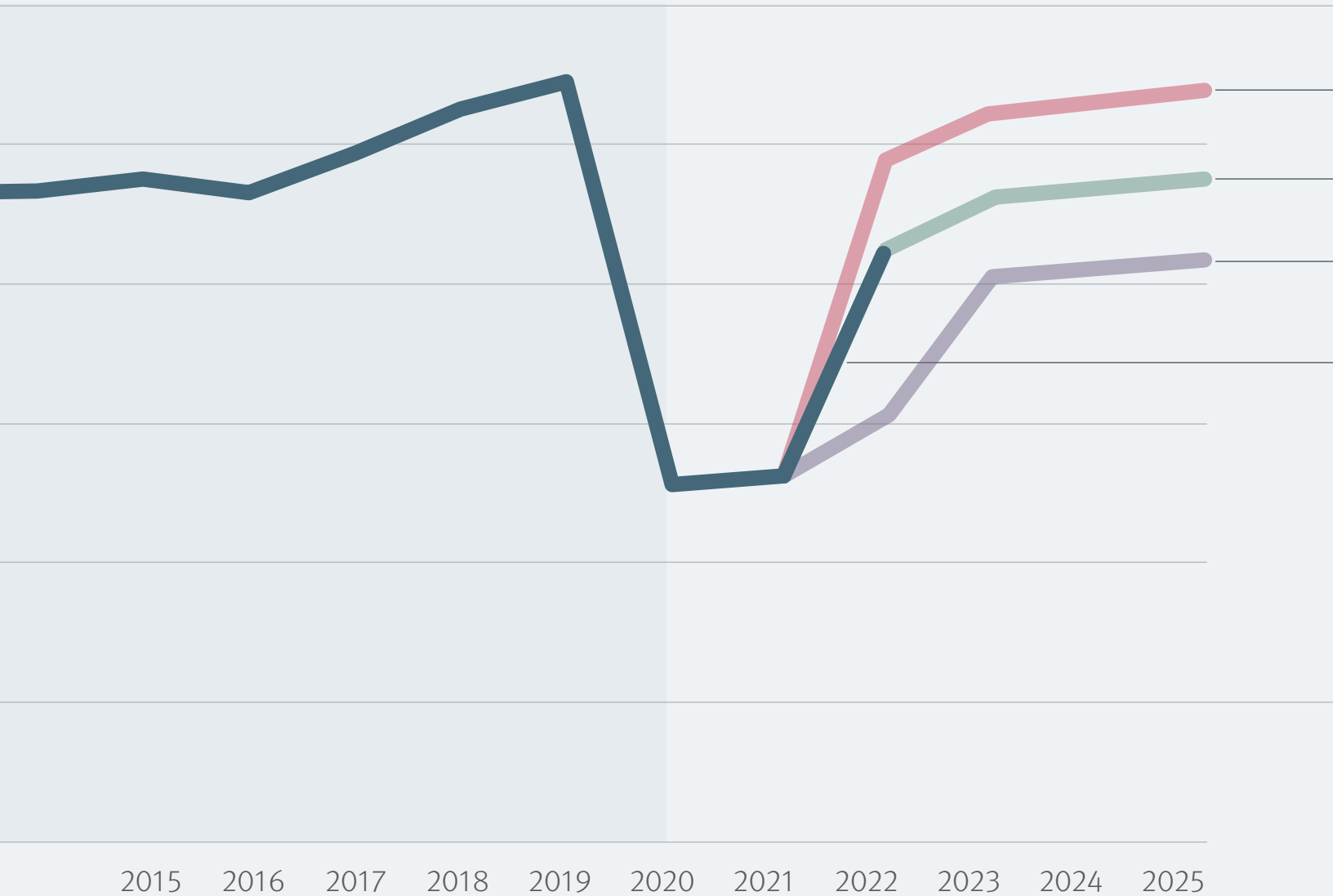


Figure 2 - Annual historic and projected transit journeys 2013-2025. Based on forecasts developed in November 2021.

During a time of such significant uncertainty as to the course of the pandemic and the trajectory of ridership recovery, traditional methods for forecasting ridership and fare revenue, based on observations and point estimates, were no longer workable.

300,00,000 ANNUAL JOURNEYS

PROJECTED HIGH

PROJECTED MEDIUM

PROJECTED LOW

**ACTUALS &
BUDGETED 2022**

Accordingly, TransLink developed new methods for estimating how novel variables – vaccination availability and efficacy, concern over the virus, and trends in working from home – would shape future travel demand. Using an “exploratory modelling” approach, generating thousands of simulations based on variations to the above parameters, TransLink’s PANdemic Disaster and Recovery Scenarios (PANDARS) model helped us identify and plan for the wide range of potential future scenarios.

Scenarios ranged from a slower recovery and lower ridership return to a faster recovery and higher ridership return. The “medium” scenario is the mid-point between these ridership return scenarios, and is used as the basis for the financial projections contained in this Investment Plan.

This work was foundational to collaboration with the Provincial and Federal governments that resulted in Safe Restart Funding in 2020 and additional relief funding announced in 2022. Since then, TransLink has refined the PANDARS work in collaboration with other government agencies across British Columbia and has shared this methodology with dozens of other transit authorities from across the world. This experience has fundamentally changed the region’s approach to travel demand forecasting in an era of deep uncertainty.

100,000,000 ANNUAL JOURNEYS

The pandemic emphasized just how essential TransLink’s services are to the people of Metro Vancouver. Transit ridership has been climbing steadily, reaching 40% of pre-COVID levels by the end of 2020, and 60% by fall 2021, and 70% by spring 2022 – ahead of the curve when compared to other transit systems in North America.

TransLink’s Strategic Planning Framework

Under the *South Coast British Columbia Transportation Authority Act (SCBCTA Act)*, TransLink is legislatively required to create two planning documents – a 30-year regional transportation strategy, and a 10-year investment plan. TransLink is also preparing the *Transport 2050: Ten-Year Priorities* to prioritize the next phase of investments for future investment plans. TransLink’s current planning framework includes:

Regional Transportation Strategy	
30-Year Strategy (must update every 5 years)	<ul style="list-style-type: none"> Establishes goals, policies, and priorities for the regional transportation system. Must consider regional and provincial objectives. Approved by Mayors’ Council and TransLink Board.
10-Year Priorities (not legislatively required)	<ul style="list-style-type: none"> 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 update every 3 years)	<ul style="list-style-type: none"> 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 update every year)	<ul style="list-style-type: none"> Authorizes actual operational and capital spending. Must be consistent with 10-year investment plan. Approved by TransLink Board.

Planning for the Future with Transport 2050









In January 2022, the Mayors’ Council and TransLink Board of Directors approved Transport 2050 - the region’s new 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. Designed to be flexible in an era of rapid change, Transport 2050 is the roadmap for the next 30 years.

In engaging residents and businesses in this region in the development of Transport 2050, TransLink heard loud and clear that people want a transportation system that:

- Offers a wider variety of convenient transportation choices.
- Tackles congestion and allows people to get where they are going on time.
- Takes meaningful steps to address the affordability crisis.
- Ensures people are safe while getting around.
- Makes urgent progress on emissions reduction in light of the climate emergency.

Throughout this Investment Plan document, investments that align with any of the five goals and three strategic lenses from the recently approved 30-year strategy (Transport 2050) are noted with the relevant icons shown below.

<i>Goals – Access for Everyone</i>				
We all have real choices	that we can count on,	that we can afford,	that we can safely enjoy,	now and into the future.
Convenient Choices for Everyone 	Reliable Choices for Everyone 	Affordable Choices for Everyone 	Safe & Comfortable Choices for Everyone 	Carbon-Free Choices for Everyone 
By 2050, active transportation and transit are competitive choices accounting for at least half of all passenger trips , with taxi, ride-hail, and carshare accounting for most of the remaining passenger trips.	By 2050, people and goods are spending 20% less time stuck in congestion , compared to today.	By 2050, none of us – but especially those of us with less ability to pay – need to spend more than 45% of our household incomes on transport and housing combined.	We steadily reduce serious traffic injuries and fatalities by at least 5% annually until we reach zero before 2050.	By 2030, we have lowered greenhouse gas emissions from light-duty vehicles by 65% over 2010 levels; we have eliminated transportation greenhouse gas emissions altogether by 2050.
<i>Strategic Lenses</i>				
Reconciliation 	Social Equity 	Resilience 		

Prioritizing the First 10 Years of Transport 2050 investments

To make progress towards the targets set out in Transport 2050, the Mayors' Council and TransLink Board are currently in the process of finalizing which investments from the 30-year strategy to prioritize for the first decade in Transport 2050: 10-Year Priorities.

While the list of 10-Year Priorities is currently under development it is likely to contain an emphasis on major expansion to local bus service, significantly growing the rapid transit network with a focus on Bus Rapid Transit, and transforming roads into safer and inviting places to walk, bike, and roll.

While the details are still to be confirmed in the final 10-Year Priorities document, this 2022 Investment Plan allocates funding to immediately begin the planning and business case development work needed to advance key projects identified for the next decade. This approach ensures that once TransLink has stabilized its finances and once expansion funding is available in the next investment plan, several priority projects will be sufficiently developed and ready to fund for implementation.



Taking the First Step to Stabilizing TransLink’s Finances with the 2022 Investment Plan

Before TransLink can move forward with the priorities outlined in the Transport 2050: 10-Year Priorities, the first step is to ensure there is a stabilized financial foundation to build upon.

Financial stabilization – the overarching focus of this 2022 Investment Plan – means maintaining service levels, rebuilding ridership, advancing strategic projects, and replacing lost revenue streams.

Over the past two years, the TransLink Board of Directors and Mayors’ Council on Regional Transportation worked collaboratively with the region’s local governments, the Government of British Columbia and other partner agencies to develop this 2022 Investment Plan, outlining expected expenditures and revenues in 2022-2031.

In terms of funding, the approach is to focus on financial stabilization through the first few years, while at the same time minimizing the impact on residents and businesses across the region from the need to raise additional revenue.

In terms of expenditures, the approach is to focus on maintaining the region’s transportation system and services for the next few years, while advancing a few select strategic projects.

Taken together, this approach will keep TransLink financially stable through to 2025, after which new revenues will be required to ensure continued sustainability and enable future expansion.

Supporting Provincial and Regional Objectives

This 2022 Investment Plan will help to advance the objectives of Transport 2050, Metro 2050, and Climate 2050: providing more convenient options for people to use more affordable, safer, and carbon-free modes of transport, namely walking, cycling and transit; and freeing up more space on the roads so that people and businesses that need to drive can do so with less congestion. By continuing to maintain the region’s existing transit system and by extending SkyTrain to Langley, this plan provides a transit system that can help to focus growth and development in compact, complete communities and help prevent growth outside of the Urban Containment Boundary.

The 2022 Investment Plan also advances strategic provincial objectives. This plan includes major investment in transitioning the bus fleet to low carbon fuels and investments in walking and cycling that directly contribute to the CleanBC objectives. It also supports StrongerBC, the Government of British Columbia’s economic plan, by supporting clean growth, planning for infrastructure resilience, and supporting BC’s goods movement sector.

1. Transportation Investments in the 2022 Plan

This 2022 Investment Plan invests in maintaining our existing transit service and programs while advancing a select few strategic capital projects including regional funding towards the Surrey Langley SkyTrain, key state of good repair projects, and highest-value customer experience upgrades including washrooms.



Bus, SeaBus and HandyDART

Bus service is the foundation of the regional transit system and accounts for between 40-45% of TransLink's operating budget. Throughout the pandemic, bus service has been the most resilient mode, with ridership recovering to approximately 70% of pre-COVID levels in April 2022. This recovery has been most robust in the Southeast part of the region with a recovery rate of approximately 88% of pre-COVID levels in the same month.

BUS AND SEABUS

In 2021 and early 2022, TransLink implemented a 4% average reduction in conventional bus service to match lower short-term demand while ensuring the system remained convenient and usable. To achieve this, most reductions occurred on frequent routes with available capacity. The plan maintains this level of service for the time being while also advancing high-urgency transit service improvements through service reallocation. SeaBus sailings will continue every 10 minutes at peak hours.

HANDYDART

The plan reinstates a 3% HandyDART service increase in 2023, originally planned for 2021 but deferred due to the pandemic. This service increase over pre-COVID levels will help to ensure that customers can continue to complete trips on this essential service as demand grows.



What's in the Plan?

Bus

- Maintain a 4% reduction in service on existing bus routes to match service to demand, which was implemented in 2021 and early 2022.
- Reallocate service to advance higher-urgency 2018 Investment Plan projects beginning in 2023: *
 - » Provide faster trips on high-demand corridors (ex. 80, RapidBus)
 - » Expand all-day everyday service (388)
 - » Expand the Frequent Transit Network (112, 128, 144, 323, 403, 601)
 - » Extend span in the late evening (322, 324, 341, 342, 363, 364, 531, 560, 595)
 - » Increase frequency (152, 401, 501)
- Advance the Low Carbon Fleet Strategy (see [page 33](#) for more details) by:
 - » Procuring and putting into service over 500 new battery electric buses and buses that will run on renewable natural gas to replace aging and polluting diesel buses.
 - » Designing and constructing the supporting charging infrastructure and Transit Centres (Marpole, Hamilton, Port Coquitlam and Burnaby).

SeaBus

- SeaBus sailings continue every 10 minutes at peak hours.
- Design of an electric replacement SeaBus.

HandyDART

- 3% increase in HandyDART service in 2023.
- New vehicles for HandyDART service improvements in addition to new buses to replace aging fleet.

*Should ridership return at higher levels or in a different distribution than projected, some higher-urgency bus projects will be deferred to provide additional service on busier routes to minimize overcrowding on the network.

BUS SERVICE DECISIONS ARE GUIDED BY THE FOLLOWING PRINCIPLES:

- Maintain the usability of the network by:
 - » Maintaining frequency on routes that run every 15 minutes or less.
 - » Continue to provide service to all areas of the region served.
 - » Maintaining morning and evening span on all routes.
- Minimize overcrowding on the transit network.
- Deliver urgent, deferred planned transit service improvements.
- Fund these investments by reallocating service from frequent routes that have sufficient capacity and removing peak-only routes where there are alternate routes in a corridor.



RapidBus and Bus Priority

RAPIDBUS

TransLink is continuing to expand RapidBus service to provide fast, frequent, and reliable transit along two key corridors in the South of Fraser and in Richmond.

The R6 Scott Road RapidBus will run from Newton Exchange to Scott Road Station along Scott Road and 72 Avenue. To ensure that RapidBus vehicles can deliver fast service and won't get stuck in traffic, new bus priority infrastructure will also be constructed as part of delivery of this route. The proposed R6 design includes dedicated bus lanes and in-lane bus stops. Like all RapidBus service, the R6 will also include improved customer amenities, like bus shelters, enhanced accessibility features, and real-time schedule information. The R6 is being developed in partnership with the cities of Surrey and Delta and is scheduled to be in service by 2023. The 319 will remain in place to provide frequent local service.

TransLink is currently working together with City of Richmond, the Ministry of Transportation and Infrastructure and other local government partners to evaluate alignment alternatives for the R7 RapidBus that will connect central Richmond to the Expo Line, a collaboration that will continue through design and implementation.

Additionally, planning will begin for new RapidBus lines identified in Transport 2050: 10-Year Priorities.

BUS PRIORITY

Investments in bus priority measures like bus lanes and roadway queue jumps make bus trips faster and more reliable. Bus priority measures

also reduce operating costs by cutting down on time buses spend sitting in traffic allowing TransLink to deliver the same level of transit service frequency to the customer with fewer buses. Those savings will be reinvested into more frequent or expansive service.

The plan continues investment in bus priority. Funding is provided through local government funding programs to plan, design, and construct bus priority projects with special emphasis on upgrading the frequent transit corridors, including existing RapidBus corridors.

TransLink, in consultation with local government staff, will undertake a review of the funding program guidelines to ensure funding is directed at projects that have the greatest impact on reducing travel time and improving reliability throughout the region.



Reliable and Fast Transit (RAFT)

Major transit projects connect new areas of the region to reliable and fast transit.

SKYTRAIN AND WEST COAST EXPRESS

This plan maintains pre-COVID service levels on Expo and Millennium Lines and increases service when Broadway Subway opens in 2025, and Surrey Langley SkyTrain opens in 2028. Service on the Canada Line will be maintained at pre-COVID levels. For the West Coast Express, a fifth roundtrip will be re-introduced in 2023.

What's in the Plan?

RapidBus

- Construction of bus priority and customer amenities, dedicated fleet, and frequent all day service for the R6.
- Design and construction of bus priority and customer amenities for the R7.
- Planning and design of at least two of the next RapidBus lines identified in 10-Year Priorities.

Bus Speed and Reliability

- Provide \$17.5 million to local governments for new Bus Speed and Reliability infrastructure between 2023 and 2024 (in addition to 2022 amounts funded in the previous investment plan).
- Over a ten-year period, investments in bus priority will help make service more efficient, resulting in a net savings of almost \$39.5 million in operating costs.

RapidBus Upgrades

- Continuation of existing funding for local governments for RapidBus upgrades.

What's in the Plan?

SkyTrain

- Maintain pre-COVID service levels on the Expo, Millennium, and Canada Lines through 2024.
- Increased service on Expo and Millennium Lines to be phased in beginning in 2025 with the opening of Broadway Subway and in 2028 with the opening of Surrey-Langley SkyTrain.
- New SkyTrain cars to replace aging fleet and to support Broadway Subway and Surrey-Langley SkyTrain expansion.

Surrey Langley SkyTrain

- Construction of Surrey Langley SkyTrain by the Government of British Columbia.
- Construction of Operations and Maintenance Centre 5 to support SkyTrain extensions.

West Coast Express

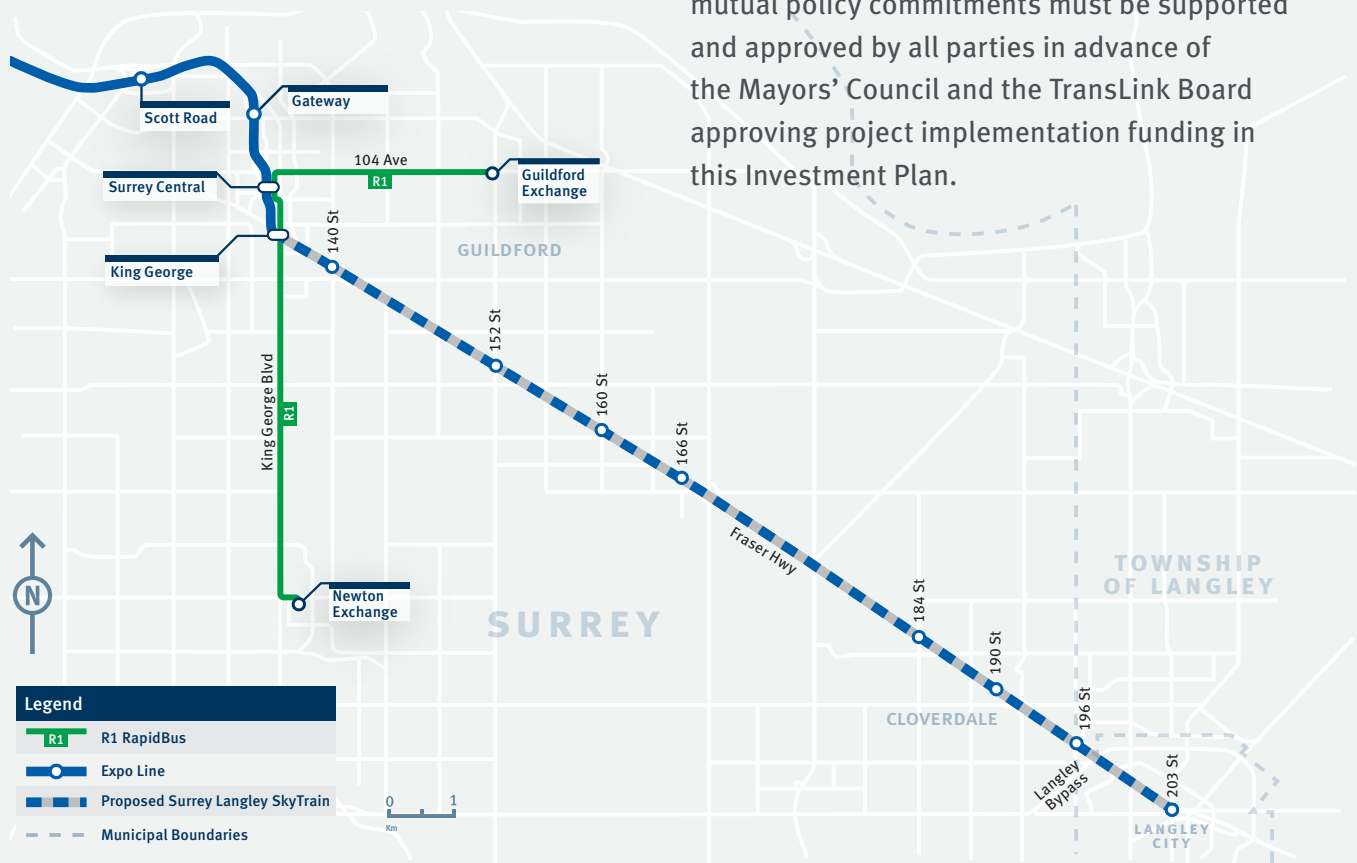
- Re-introduce a fifth roundtrip on West Coast Express in 2023 when locomotive refurbishments are complete; increase capacity by adding cars in response to demand.
- Refurbishment of train cars.

SURREY LANGLEY SKYTRAIN

The Surrey Langley SkyTrain project will extend the Expo Line along Fraser Highway to Langley. This plan provides regional funding for the extension, which will be delivered by the Government of BC. The Surrey Langley SkyTrain supports future growth in the South of Fraser — one of the fastest growing areas in the region. Key features of the Surrey Langley SkyTrain:

- 16-kilometre extension of elevated SkyTrain technology, beginning at King George Station.
- Eight new stations in the neighbourhoods of Fleetwood, Cloverdale, Clayton, Willowbrook, and Langley Centre.
- 22 minutes travel from Langley Centre to King George Station, moving over 6,000 passengers per hour.
- Three bus exchanges and 300 Park and Ride spaces.
- New operations and maintenance centre (OMC5) in the South of Fraser to service and store vehicles and maintain tracks and stations, designed so it can expand as network needs require.

Key to the success of Surrey Langley SkyTrain are policies for transit-supportive land use, density, affordable housing, and cycling, walking and bus connections. Formal signed agreements between TransLink and the three municipalities, with close involvement by the Government of British Columbia, will document the commitments to undertaking actions to advance these supportive policies. These policies enable the creation of transit-oriented communities, improve affordability in the region, act as catalysts for people to live closer to transit, and improve community health and wellbeing. The agreements documenting these mutual policy commitments must be supported and approved by all parties in advance of the Mayors' Council and the TransLink Board approving project implementation funding in this Investment Plan.





Preparing for Future Expansion

While the 2022 Investment Plan is focused first and foremost on maintaining TransLink’s existing system and services, this plan does include funding for planning and business casing of key transit corridors identified in Transport 2050: 10-Year Priorities. This funding will allow TransLink to maintain momentum and be ready in the next investment plan to fund implementation of key expansion projects, as envisioned in Transport 2050: 10-Year Priorities.

FUTURE MAJOR PROJECTS BUSINESS CASING

Taking a consistent and structured approach to conducting the planning and business casing work on potential major projects, as shown in Figure 4, will ensure that these projects are:

- Evaluated fairly and consistently.
- Proven to cost-effectively contribute to regional objectives.
- Financially and technically feasible.

What’s in the Plan?

Future Major Project Business Casing

- New funding for business case development of future major projects outlined in Transport 2050: 10-Year Priorities.

BUSINESS CASING FRAMEWORK

Major projects go through TransLink’s business case development process to ensure that the project cost-effectively contributes to regional objectives and is feasible to deliver. The process includes stage gates after each step for decision-makers to confirm whether a project should advance further.

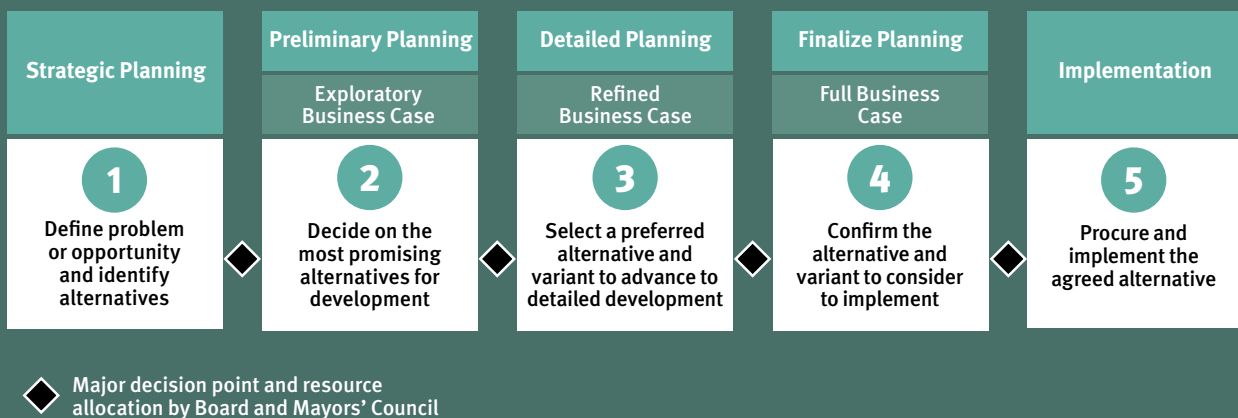


Figure 4 – TransLink’s business casing framework



Safe Roads and People First Streets

These investments, delivered in partnership with local governments through TransLink’s existing capital cost-sharing programs, are intended to help build and maintain priority walkway, bikeway and roadway infrastructure. These investments support Transport 2050 goals and targets by helping to reduce traffic fatalities and serious injuries, ensure travel reliability by keeping roads in a state of good repair, and make the most affordable and carbon-free modes of travel (walking, biking, and rolling) more convenient.

TransLink, in consultation with local government staff, will undertake regular reviews of cost-share program approaches and guidelines to ensure funding is directed at projects that have the greatest impact on safety, reliability, and connectivity improvements throughout the region including to parks and natural areas. TransLink will also actively work with smaller local governments to continue to support and refine these cost-share programs to ensure that local governments of all sizes and capacities can effectively participate in and benefit from this important regional funding.

WALKING, CYCLING, ROLLING INVESTMENTS

The plan extends current funding levels for regional walking and cycling infrastructure projects through 2024 to help improve walking access to transit and build out the Major Bikeway Network and Urban Centre bikeway networks. Funding is provided through cost-share programs that support local governments in delivering these infrastructure projects.

ROAD INVESTMENTS

TransLink provides ongoing investment in making the regional road network safe and resilient, including structure rehabilitation for bridge and structures, seismic upgrades, and pavement maintenance on the Major Road Network (MRN).

What’s in the Plan?

Walking Infrastructure to Transit (WITT)

- Provide \$19.2 million to local governments through WITT between 2022 and 2024.

Bicycle Infrastructure Capital Cost Sharing (BICCS)

- Provide \$50.5 million to local governments through BICCS between 2022 and 2024.

TransLink-Owned Cycling Infrastructure

- Continuation of existing funding for TransLink-owned cycling infrastructure.

Structure Rehabilitation and Seismic Upgrades

- Provide \$49.6 million to local governments through the MRN Structures program between 2022 and 2024 to rehabilitate and make seismic upgrades to structures.

What's in the Plan?

Minor Capital Upgrades	<ul style="list-style-type: none"> Provide \$76.4 million to local governments through the Major Road Network and Bike program between 2022 and 2024 to make minor capital upgrades such as improving safety and addressing bottlenecks.
Operations, Maintenance, and Pavement Rehabilitation	<ul style="list-style-type: none"> Provide \$108.2 million to local governments through the MRN operations and maintenance program between 2022 and 2024. Provide \$78.5 million to local governments through the MRN pavement rehabilitation program between 2022 and 2024. Funding for these two programs is distributed to local governments annually based on the number of lane-kilometres in their jurisdiction.
TransLink-Owned Bridges	<ul style="list-style-type: none"> Maintain and operate TransLink-owned bridges. Expenditures will reduce with decommissioning of the existing Pattullo Bridge by the Government of British Columbia following the opening of the replacement bridge to traffic.

Note: all dollar figures listed above are program year, except for operations and maintenance, which are cash flow year.

SUMMARY OF TRANSLINK COST-SHARING PROGRAMS FOR LOCAL GOVERNMENTS

As the regional transportation authority, TransLink provides funding to local governments to help upgrade roads, walking, and cycling infrastructure. The table below outlines funding available to local governments through these programs.

Available Funding Through Local Government Programs (\$ millions)	2022	2023	2024
RapidBus Upgrades*	13.6	-	23.1
Bus Speed and Reliability**	5.3	8.5	9.0
Walking Infrastructure to Transit	6.0	6.5	6.7
Bicycle Infrastructure Capital Cost Sharing	15.8	17.2	17.5
Major Road Network Structure Rehabilitation and Seismic Upgrades	15.5	16.9	17.2
Minor Capital Upgrades	23.9	26.0	26.5
Operations and Maintenance***	35.0	36.1	37.2
Pavement Rehabilitation***	25.7	26.0	26.8

Note: Figures in this table are in year of expenditure dollars, to account for forecasted inflation costs. All dollar figures listed above are program year, except for operations and maintenance, which are cash flow year.

* Previously funded in the 2018 Investment Plan

** Portions of this program were previously funded in the 2018 Investment Plan

*** Not shown in this table: Operations and Maintenance and Pavement Rehabilitation are funded through 2031. Additional RapidBus Upgrades funding is available in 2026.



Transit Passenger Facilities and Technology Investments

Improving passenger facilities and investing in technology makes transit convenient, reliable, safe, and comfortable across the region.

CUSTOMER WASHROOMS

This project will provide clean, safe, and high-quality facilities, optimized for security and privacy, to address customer requests for washrooms and improve accessibility and the experience of taking transit. As a first step, the plan funds design, construction, and operation of multi-stall washrooms at six busy locations across the transit network.

STATION UPGRADES

Upgrades to TransLink’s stations ensure a welcoming, safe, and comfortable experience for transit users.

COMPASS SYSTEM UPGRADES

Compass is TransLink’s fare collection system and is essential to running transit services. While many customers are happy with the many features of the existing Compass system, the system is nearing capacity and needs upgrades to be able to introduce new products and features that increase customer convenience and support the introduction of more equitable fare structures. This project is contingent on completion of a business case.

TECHNOLOGY

In an increasingly digital world, investment in digital technologies will allow TransLink to better engage with customers, provide cost-effective service, and keep the transit system and TransLink protected from emerging digital threats and challenges.

What’s in the Plan?

Customer Washrooms

- Construction and operation of six washrooms.

Station Upgrades

- Gilmore Station upgrades integrated with adjacent development.

Compass System Upgrades

- Upgrades to the Compass System.

Technology

- Infrastructure and software to support better data analytics, improved customer experience, and enhanced asset management and service delivery outcomes.
- Lifecycle management of all business applications and systems, technology infrastructure assets and digital customer platforms.



Infrastructure Resilience

TransLink is planning for infrastructure and operational resilience and funds a range of projects to make the region’s integrated transportation system more reliable, efficient, and effective for users. As outlined in the Climate Action Strategy, TransLink will develop a climate change adaptation and resiliency roadmap that will inform future investment plans and capital programs.

STATE OF GOOD REPAIR

Ensuring that transportation infrastructure is in good condition is essential to providing reliable and safe service. The plan addresses a backlog of state of good repair investments, including projects to maintain and replace equipment, rehabilitate and upgrade transit facilities and infrastructure, and support major construction projects.

FLEET AND FACILITIES TO ADVANCE THE LOW CARBON FLEET STRATEGY

In January 2022, TransLink adopted its corporate Climate Action Strategy, which sets a path to reduce emissions by 45% by 2030 and achieve net-zero GHG emissions by 2050. TransLink already

provides near zero emissions electric SkyTrain and trolleybus service, and the low carbon fleet transition included in this plan will reduce emissions by 37% by 2030.

By 2030, 34% of the diesel bus fleet will be replaced with battery-electric buses, and the growing compressed natural gas (CNG) bus fleet will be 100% fueled by renewable natural gas. Replacing aging vehicles maximizes value from previous fleet investments and using diverse fuels increases resilience. TransLink continues to plan for further transition of its fleet as new zero-emissions vehicle technologies become commercially available for HandyDART and community shuttle vehicles.

What’s in the Plan?

State of Good Repair

- Trolley overhead replacements.
- Bus depot improvements.
- Other asset replacements and upgrades.

Low Carbon Fleet

\$972 million in the following low carbon fleet investments⁵:

- Replacement of well over 500 aging diesel buses with mostly battery-electric buses and CNG buses fueled by renewable natural gas.
- Design of an electric replacement SeaBus.
- Additional service hours so that bus schedules are not impacted by battery-electric bus charging times.

Low Carbon Facilities and On-Route Chargers

\$560 million in the following low carbon facilities investments:

- Construction of the electrified Marpole Transit Centre, critical to deploying up to 350 battery-electric buses.
- Design and construction of charging infrastructure and other upgrades at Port Coquitlam, Hamilton, and Burnaby Transit Centres.
- Design and construction of on-route chargers for select routes.

⁵ Does not include trolley replacement projects in 2031.

2. Plans, Policies and Partnerships

TransLink is also pursuing a range of policies, plans and partnerships to achieve the future transportation system envisioned in Transport 2050.



Reconciliation, Social Equity, and Resilience

Taking substantive steps towards realizing a more equitable and inclusive transportation system that is resilient to shocks and stresses.

ADVANCE INDIGENOUS RELATIONS WORK

- Continue to develop and implement a corporate Indigenous Relations Framework that builds and fosters meaningful, sustainable, and collaborative relationships with Indigenous Nations and Indigenous Peoples. The Indigenous Relations Framework will also ensure alignment with evolving legislative and policy directions of governments and support reconciliation efforts.
- Share local Indigenous cultures and histories with transit customers through Indigenous cultural recognition art and design elements throughout the system.
- Advance planning of transit service options to Indigenous communities, in partnership with local Indigenous Nations. Seek to work with senior levels of government for how the transportation needs of Indigenous communities in Metro Vancouver can be met.

EQUITY, DIVERSITY, AND INCLUSION (EDI)

- Develop the Regional Social Equity Strategy, which will build off the work advanced in Transport 2050 and completed through the Social Equity and Regional Growth Study, developed in partnership with Metro Vancouver. Seek out community and government organizations involved in health, equity, and inclusion for additional partnerships for this next phase of work.
- In 2021, the TransLink Board adopted an enterprise-wide EDI framework. Over the next few years TransLink's EDI initiatives will focus on:
 - » Incorporating EDI best practices into recruitment and retention, training and education, performance reviews for exempt staff, and leadership development.
 - » Continuing to support and expand employee resources groups such as Caregivers, Pride and Allies, and Women and Allies.

MODERNIZE HANDYDART

- The HandyDART Modernization Program is the result of work and consultation with the HandyDART Users' Advisory Committee, frontline HandyDART staff and customers. The Modernization program implemented Compass and age-based discounts in 2021. Upcoming initiatives include:
 - » A new application process that includes an optional in-person consultation, an expedited application process, conditional eligibility, and expanded travel training to support customers in taking conventional transit trips.
 - » Introduce an online booking system in addition to telephone booking for HandyDART customers.

RESILIENCE

- Continue to develop a Regional Transportation Resiliency Strategy in collaboration with key stakeholders and partners to ensure that the region's transportation system is available to support communities before, during and after emergencies and disasters such as flooding, earthquakes, cyber-attacks, etc.
- Systematically identify and prioritize the capital projects to harden critical assets of the regional transportation system.



INDIGENOUS RELATIONS VISION STATEMENT

TransLink’s mandate is to connect Metro Vancouver and create a more livable region. In doing so, TransLink will be inclusive of Indigenous Peoples, their cultures and their perspectives. TransLink will actively support reconciliation and the implementation of the United Nations Declaration on the Rights of Indigenous Peoples in collaboration with Indigenous governments, organizations, and businesses in the pursuit of thriving and sustainable Indigenous communities.

INDIGENOUS RELATIONS GUIDING PRINCIPLES

RECOGNITION TransLink recognizes the legal and constitutional rights of Indigenous Nations and Peoples and the relationship between Indigenous Peoples and their treaty and unceded lands and resources	INCLUSION Increase inclusion and diversity of Indigenous Peoples within TransLink’s business and expand opportunities for Indigenous businesses
RESPECT Respect and value Indigenous history, culture and knowledge	CELEBRATE Celebrate engagement and inclusion of Indigenous employees and Indigenous businesses and participate in Indigenous celebrations
PERSPECTIVES Seek to understand and incorporate Indigenous communities’ perspectives and solutions in TransLink’s decision making and the delivery of TransLink services, including those of urban Indigenous Peoples	COMMUNICATION Timely, consistent, appropriate, and meaningful consultation and engagement, and open two-way communication based on honesty, integrity, and respect



Convenient Choices

Ensure we all have abundant universally accessible choices allowing us to conveniently connect to opportunities without needing to rely on a car.

IMPROVE CUSTOMER EXPERIENCE

- Focus on priorities from the 2022-2027 Customer Experience Action Plan, including offering more personalized, easier to use services that are timely, reliable, safe, and pleasant. This includes exploring:
 - » Installing more real-time information displays and multi-lingual signage.
 - » Improving customer facilities including more all-weather bus shelters.
 - » More opportunities for in-person customer service, and in-person access to transit representatives.
 - » Improving overall safety, security, and cleanliness of the transit system.
 - » Connect customers with engaging visual art, live music, and other cultural activities at transit facilities and on vehicles.



ADVANCE NEW MOBILITY TECHNOLOGIES

- Advance TransLink Tomorrow initiatives by:
 - » Collaborating with industrial and academic partners to test, evaluate, and refine new transportation technologies and business models.
 - » Continuing to pilot demonstration projects, like Vanpool and integrated Compass cards that can be used to pay for other transportation services.
 - » Evaluating new services for future investment and scale-up.
- Through a recurring Open Innovation Call, accelerate innovation by generating and supporting new ideas that are aligned with TransLink's and the region's goals and objectives.
- Develop policy related to new mobility, such as ride-hailing, autonomous vehicles and delivery devices, and shared mobility services.

INTEGRATE LAND USE AND TRANSPORTATION PLANNING

- Develop and implement corridor plans, station and exchange plans, and area plans to identify local priorities for integrating transit, walking, rolling and cycling investments with land use that is supportive of sustainable transportation modes.
- Work with partner agencies to ensure alignment of planned land use and transportation investments, in support of both the Regional Transportation Strategy and Metro Vancouver's Regional Growth Strategy.
- Develop Project Partnership Agreements with the Government of British Columbia and local governments to ensure harmonized land use and transportation along the Surrey Langley SkyTrain and other rapid transit corridors.
- Continue to facilitate development adjacent to TransLink infrastructure through the Adjacent and Integrated Development Program to support transit-oriented communities.
- Develop policy and pilots related to use of public realm for sustainable transportation, including curb management pilots, and, in collaboration with Metro Vancouver, a Regional Electric Vehicle Charging Strategy and Regional Parking Strategy.

ENCOURAGE SUSTAINABLE TRAVEL

- Empower people to make better travel choices through TravelSmart information, tools, and transit passes.
- Continue to offer TravelSmart programming for businesses, newcomers, and schools to make choosing transit, walking, and cycling an easy and intuitive experience.
- Partner with developers and businesses to encourage sustainable travel subsidies for employees and new communities.
- Work with tourism and entertainment providers to ensure that transit is the first choice for tourists and entertainment trips.
- Develop a Regional Commute Trip Reduction Policy.



Reliable Choices

Ensure that we all have reliable choices that get us where we need to go on time.

WORK WITH GOODS MOVEMENT PARTNERS

- Work with the Greater Vancouver Urban Freight Council, the Government of British Columbia, and the Commercial Vehicle Working Group to advance the Regional Goods Movement Strategy and other urban freight mobility initiatives, including optimizing road capacity to improve reliability of goods movement and standardizing.
- Continue to work closely with local governments on shared urban freight initiatives.

MANAGE THE NETWORK

- Review and adjust transit services as the region's needs evolve by monitoring through the TransLink Accountability Centre, a reporting tool available on TransLink's website, and an annual Transit Service Performance Review.
- Continue to work with local governments to successfully implement bus priority infrastructure and other local government programs.
- Continue to monitor on-time performance and corridor-based reliability and improve passenger alerts and communications.



Affordable Choices

Ensure that we all have affordable choices allowing us to easily live and move in this region.

PROVIDE FREE TRANSIT FOR CHILDREN 12 AND UNDER

- In partnership with the Government of British Columbia and the Government of Canada, TransLink will continue to support the Government of BC's initiative to offer free transit to children 12 and under to make it easier and more affordable for families to choose transit.

MAKE LIVING CLOSE TO TRANSIT AFFORDABLE

- Work with Metro Vancouver and other partners on transit-oriented affordable housing, including partnering on the update to the Housing and Transportation Cost Burden Study.
- Work with local governments and developers to offer transit passes for new developments.
- Explore new parking schemes with Metro Vancouver and other regional partners.
- Develop Project Partnership Agreements for major projects to ensure that policies support transit-oriented land use, density, and affordable housing.

Safe and Comfortable Choices

Ensure that we all have safe and comfortable choices that make us all healthier and happier.

PLAN FOR SAFETY AND EMERGENCIES

- Test and prepare for future emergencies through business continuity planning under the direction of the Safety and Emergency Management Steering Committee, to prepare for flooding, weather, seismic events, cyber-attacks, and other emergencies.

BUILD COMMUNITY RELATIONSHIPS WITH TRANSIT POLICE

- Pilot Community Safety Officers (CSOs) to evaluate CSOs performing necessary but lower-risk, lower-complexity duties, and free up police officers to perform higher risk police duties.
- Continue to build trust and relationships between Transit Police and Indigenous peoples through the Indigenous Liaison Officer, overseeing community outreach, staff training, and guidance on investigations involving Indigenous Peoples.





Carbon-free Choices

Ensure that we all have transportation choices that are carbon-free, supporting global efforts to respond to the climate emergency.

MAKE THE TRANSPORTATION SYSTEM CARBON-FREE AND RESILIENT

- TransLink is committed to achieving net-zero GHG emissions by 2050, with an interim reduction of 45% from 2010 levels by 2030, and ensuring that regional transportation infrastructure and operations are resilient to the impacts of climate change. TransLink’s corporate Climate Action Strategy outlines the approach to meet these targets by:
 - » Continuing to implement the Low Carbon Fleet Strategy (LCFS), replacing diesel buses with battery electric and renewable natural gas buses, and planning for zero-emissions service on all modes, including HandyDART and community shuttles, SeaBus, and West Coast Express, for inclusion in future investment plans.
 - » Developing a net-zero facilities strategy.
 - » Creating a climate change adaptation and resiliency roadmap to reduce risks to infrastructure and operations.
 - » Supporting climate action with a strong governance and funding model, including supportive climate policies, and enhanced climate education and communication.
- Work with local governments, Metro Vancouver, and the Government of British Columbia to meet the regional 2030 emissions reduction targets from the transportation sector committed to in Transport 2050 and Climate 2050, including 65% reduction in GHG emissions from light duty vehicles over 2010 levels.
- Leverage TransLink assets to explore providing electric vehicle charging to facilitate the transition of shared mobility services like taxi and ride-hailing to zero emissions.

3. Funding the Investment Plan

Focus for Funding the 2022 Investment Plan

The COVID-19 pandemic has had a profound impact on TransLink’s operating revenues. Even after the pandemic has subsided, transit ridership is expected to be below pre-pandemic levels throughout much of the ten-year period of the plan. The negative impact to transit fare revenues is significant, as transit fares were TransLink’s largest source of revenue pre-COVID.

Fuel tax revenues were also not immune to these challenges as fewer vehicles on the road during the early stages of the pandemic meant lower fuel consumption and lower collections of fuel tax dedicated to TransLink and other public agencies. Increasing adoption of zero-emission vehicles (ZEV) and other fuel-efficient vehicles, while essential if this region is to achieve our regional climate action targets, will also accelerate the decline of fuel tax revenue. By 2031, TransLink expects that fuel tax revenue could account for only 13% of operating revenue, down from 24% today. By the time of the next investment plan, a new revenue source(s) must be identified to avoid unfairly shifting the cost burden of the regional transportation system away from road users and onto property owners and transit users.

The pace of ridership recovery and the pace of declining fuel tax revenue are uncertain – they could be faster or slower than current forecasts. A key principle of the 2022 Investment Plan is fairness; as such, during this time of global uncertainty, the plan strives to limit the burden on taxpayers. Accordingly, this plan takes a conservative approach to raising new revenues by addressing TransLink’s funding needs in two steps, over two sequential investment plans:

1. The 2022 Investment Plan focuses on achieving and maintaining financial stability over the next several years. A relatively small amount of new revenue in this plan keeps TransLink financially stable through 2025, at which point a new investment plan will be tabled.
2. The subsequent investment plan will need to address any remaining funding gap through additional new revenue sources, to avoid service or essential capital program cuts.

Over the next three years, TransLink will monitor ridership and fare revenue levels and continue to explore new sustainable funding sources with provincial partners.

The Mayors' Council on Regional Transportation and the Government of British Columbia are committed to working together to develop a sustainable funding strategy for the subsequent investment plan. This includes exploring potential new revenue tools related to land value capture, transportation-related sources, and broader economy-based sources; as well as exploring more progressive approaches to existing taxes and fees in order to better reflect fairness and equity.

A Partnership Between All Levels of Government

Transportation funding is a partnership between the region, and the Governments of British Columbia and Canada.

Capital funding is shared between all three levels of government, with major contributions from the Governments of Canada and British Columbia. TransLink funds its regional share of capital projects through borrowing, the regional Development Cost Charge for eligible projects, and other sources.

The region funds operating costs through a range of revenue sources: transit fares, property taxes, and a regional motor fuel tax make up the majority of TransLink's operating funding. The funding sources are intended to be balanced across the many beneficiaries of the transportation system, especially transit users, property owners, and road users.



Revenue Sources and Distributions

As illustrated in Figure 5, the vast majority of TransLink’s revenue is used to build and operate the region’s transit system. Figures 5, 6 and 7 depict capital and operating funding and expenditures over the next three years; **Appendix Table A2** provides the forecast over ten years. The revenue sources included in this plan are described on the following pages.

2022-2024 OPERATING AND CAPITAL EXPENDITURES

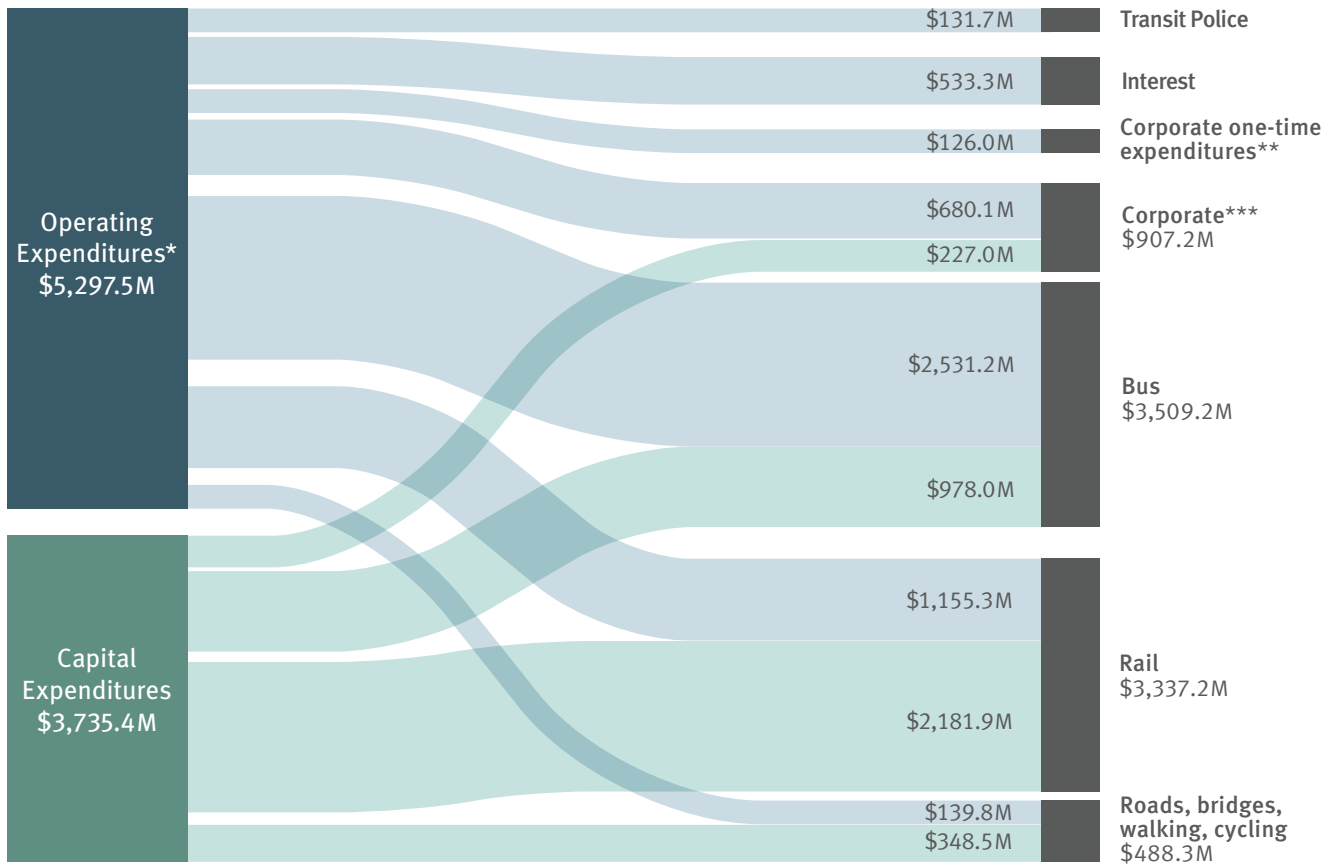


Figure 5 – Composition of capital and operating expenditures by mode and other areas of expenditure

* Operating expenditures exclude amortization and Capital Infrastructure Contributions

** Corporate one-time spending includes non-capital costs of projects and feasibility studies

*** Corporate expenditures include Compass and cyber-security system costs

2022-2024 CAPITAL FUNDING AND EXPENDITURES

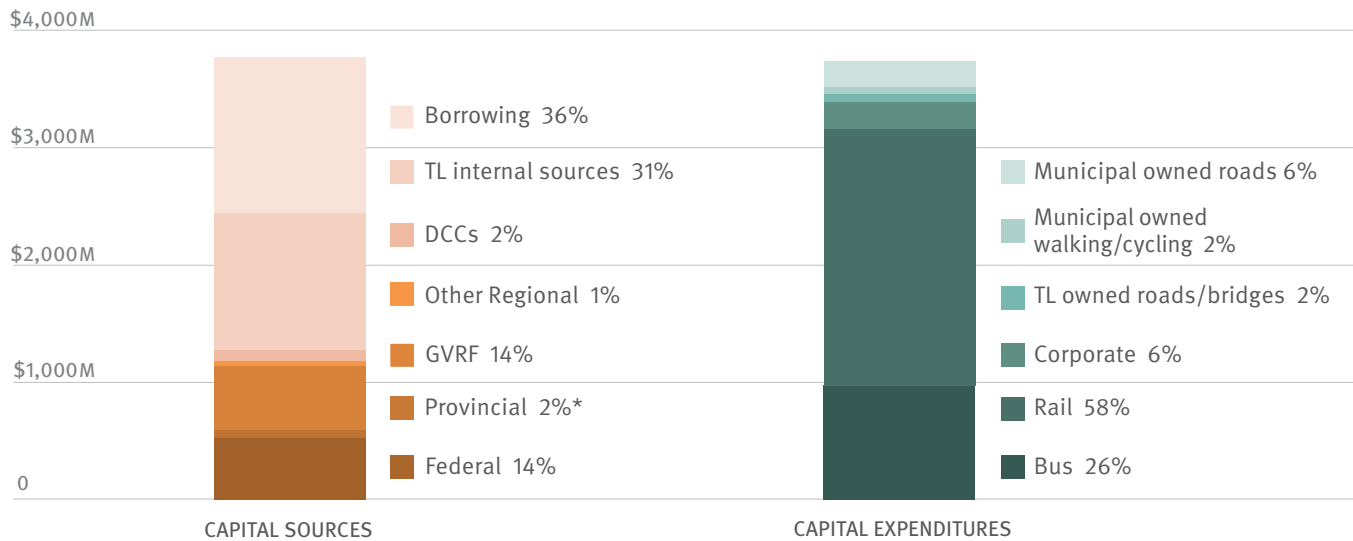


Figure 6 – Capital sources and expenditures for the first three years of the Investment Plan

*Does not include Surrey-Langley SkyTrain being delivered by the Province

2022-2024 OPERATING FUNDING AND EXPENDITURES

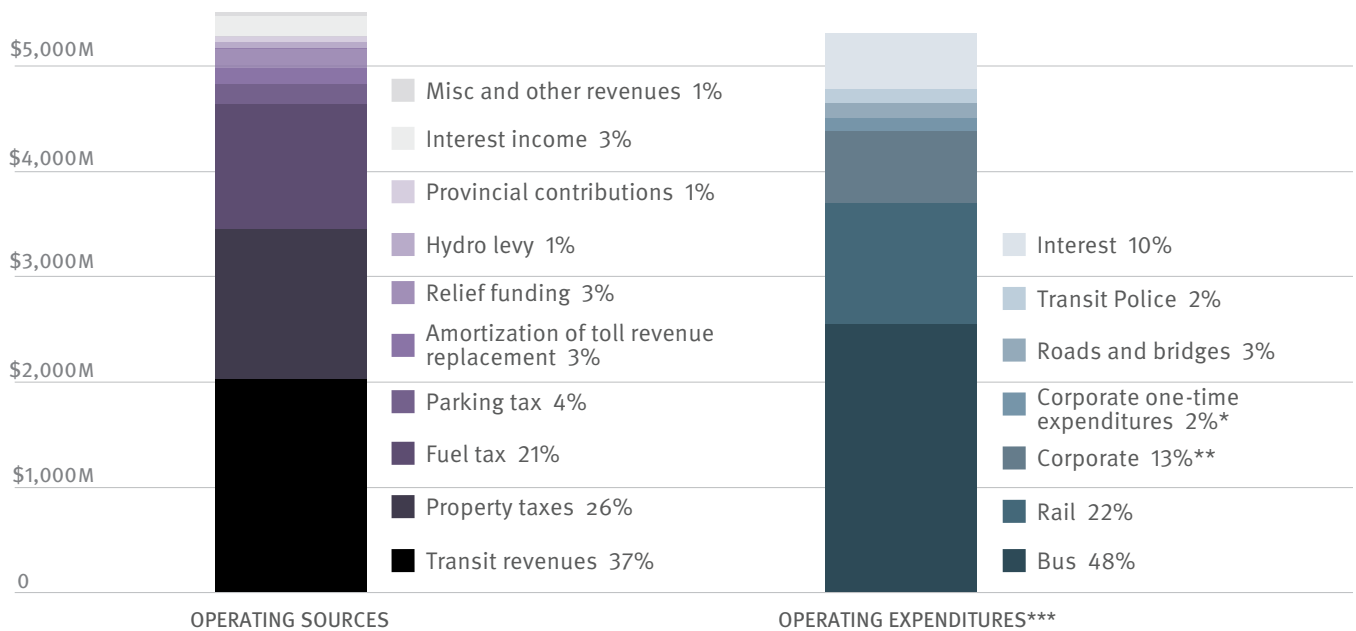


Figure 7 – Operating sources and expenditures for the first three years of the Investment Plan

* Corporate one-time spending includes projects and feasibility studies

** Corporate expenditures include Compass, financial and cybersecurity systems

*** Operating expenditures exclude amortization and Capital Infrastructure Contributions

TRANSIT REVENUES

TransLink collects revenue from transit fares, as well as from other transit system-related sources, such as fare infractions, carbon credits, transit advertising, and other commercial opportunities. TransLink anticipates \$2,012.1 million in Transit revenue during 2022-2024.

Fare Revenues

During the pandemic, TransLink cancelled a planned 4.6% fare increase in 2020 and lowered a planned fare increase in 2021 from 4.1% to 2.3% to mitigate affordability impacts to transit users.

This 2022 Investment Plan holds average fare increases at 2.3% annually between 2022-2024. These fare increases are lower than TransLink had planned in the previous investment plan. This reduction in otherwise planned fare increases was made possible with financial support from the federal and provincial governments received as part of emergency relief funding under the Safe Restart Agreement.

The 2022 Investment Plan continues to offer free transit for children 12 and under, in partnership with the Governments of British Columbia and Canada.

The annual fare increases will result in the following impacts to transit customers:

- By 2024, a youth or senior would pay \$61.35 for unlimited travel across the region on a concession monthly pass (an increase of \$2.75 compared to the July 2022 rate), and an adult would pay \$107.30 to \$193.80 for a monthly pass, depending on the number of zones that the pass is used for (an increase of \$4.75 to \$8.60 compared to the July 2022 rate). These prices are comparable to, or lower than, Canadian peer transit systems.
- By 2024, a youth or senior who takes transit only a few times a month on weekday evenings or weekends would pay a stored value or cash concession fare of \$2.15 for a trip of any distance with a Compass card (an increase of 10 cents compared to the July 2022 rate), and an adult would pay \$2.60 for a one-zone trip with stored value on a Compass card (an increase of 10 cents compared to the July 2022 rate). During these times, people can travel all the way from Maple Ridge to Vancouver, or from Delta to Bowen Island, on a one-zone fare.

Table A11 outlines fares for every fare product type over the plan period. TransLink anticipates a cumulative \$1,903.8 million in fare revenues during 2022-2024.

Carbon Credits

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

Future revenue associated with carbon credits is included in the plan. This carbon credit revenue comes primarily through continued investment in electrification through the Low Carbon Fleet Strategy, which will replace 34% of the diesel bus fleet with battery-electric-buses by 2030. Other sources include charging infrastructure at the Port Coquitlam Transit Centre, in-route chargers, the new Broadway Subway and Surrey Langley SkyTrain routes, and the use of renewable natural gas.

TransLink estimates earning a cumulative \$26 million in carbon credit revenue during 2022-2024.

Commercial Activities

TransLink generates revenue from a variety of commercial activities. TransLink is exploring new opportunities to generate additional commercial revenues.

PROPERTY TAX

A portion of property taxes collected in the region is used to support transit, roads, bridges, and walking and cycling infrastructure. The TransLink property tax consists of two parts: (1) the Standard Property Tax, and (2) the Replacement Tax, which is legislatively capped at \$18 million annually. Under the *SCBCTA* Act, total Standard Property Tax revenues grow by 3% per year, plus any additional amount included in an approved investment plan. Any increase in property taxes over 3% per year requires the Mayors' Council approval. Such an additional increase of 1.15% per year has been approved by the Mayors' Council and included in this Investment Plan. In addition, the Standard Property Tax also includes Annual Development Growth, which captures the addition of new properties to the region.

The 2022 Plan includes the following property tax revenues:

- **Standard Property Tax revenues**
 - » Additional annual increases to Standard Property tax revenue of 1.15%, for a total annual increase of 4.15%. On average, this increase is estimated to be an additional \$3 per residential property in 2023.
 - » Additional annual percentage increases to Standard Property Tax revenue for Annual Development Growth (ADG)⁶. ADG quantifies the portion of the annual increase in assessed property value in Metro Vancouver resulting from new development and construction. The 2022 Plan assumes percentage Annual Development Growth (ADG) of:
 - 1.3% in 2022
 - Up to 2.3% in 2023 through 2025
 - Up to 1.75% in 2026 through 2031
- **Replacement Tax revenues** of \$18 million per year.

In total, TransLink anticipates \$1,431 million from Standard Property Tax and Replacement Tax revenues during 2022-2024.

⁶ For the purposes of this plan, ADG is equivalent to “non-market change,” or NMC

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 2022 Investment Plan maintains the fuel tax at the statutory maximum 18.5 cents per litre. TransLink anticipates a cumulative \$1,168 million in motor fuel tax revenues during 2022-2024.

Motor fuel sales are assumed to decline in the latter half of the plan, due to the increasing adoption of zero-emission vehicles and increasing fuel economy.

PARKING TAX

TransLink collects a 24% 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. TransLink is maintaining the parking sales tax rate at the 24% for the duration of the plan. TransLink anticipates a cumulative \$208 million in parking sales tax revenue during 2022-2024.

HYDRO LEVY

TransLink collects a hydro levy on every dwelling unit account with the British Columbia Hydro and Power Authority in the region. Under the *SCBCTA Act*, TransLink may levy \$1.90 per account per month. This levy is sometimes referred to as the “power levy”.

The plan maintains the power levy at the statutory maximum of a fixed \$1.90 per BC Hydro account per month. In total, TransLink anticipates a cumulative \$68 million in power levy revenues from 2022-2024.

GOVERNMENT TRANSFERS

Total transfers from government are estimated at \$1,283 million during 2022-2024, including:

- **Capital Contributions from Senior Government:** TransLink anticipates to recognize revenue of \$906 million from capital contributions from senior government during 2022-2024. Revenue from senior government capital funding is recognized over multiple years depending on the agreement terms. These 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 anticipated \$58 million in provincial contributions for the Canada Line.
- **Golden Ears Bridge Toll Replacement Revenue:** TransLink expects to recognize \$143 million of revenue from amortization of Golden Ears Bridge foregone toll revenue replacement in 2022-2024.
- **Additional relief funding:** TransLink received \$176 million in additional senior government relief funding in 2022. This funding is intended to offset a portion of losses caused by pandemic in 2023-2025. This funding is in addition to \$675.8 million relief funding received under the Safe Restart Agreement.

REVENUE RECOVERIES AND OTHER

TransLink anticipates a cumulative \$40 million in revenue recoveries and other revenues during 2022-2024. This include recoveries for warranty work, revenue from adjacent development and gains or losses on capital assets disposals.

AMORTIZATION OF DEFERRED CONCESSIONAIRE CREDIT

TransLink amortizes contributions made by the Canada Line concessionaire to design and construct the Canada Line in exchange for the right to operate over the concession term. This is a non-cash, accounting revenue recognition and these dollars are not available to fund operations. TransLink anticipates amortization of \$70 million from the deferred concessionaire credit during 2022-2024.

INTEREST INCOME

TransLink earns interest on sinking funds, capital contributions, debt reserve funds, and cash balances. Most of this interest income is restricted and cannot be used to fund operations, except for interest on cash balances. Unrestricted interest on cash balances is anticipated to be a cumulative \$188 million during 2022-2024. In total, TransLink anticipates a cumulative \$315 million in interest income during 2022-2024.

Capital Funding and Partner Government Contributions

The 2022 Investment Plan includes capital funding from 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.

INVESTING IN CANADA 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 new federal project funding of \$1,392.0 million, including \$1,306.0 million for Surrey Langley SkyTrain Project (consisting of \$577.0 million from ICIP and \$729.0 from Major Public Transit Projects fund). This is in addition to the \$1,520.0 million included in the 2018 Investment Plan to support Expo-Millennium Line Upgrade project, Broadway Subway Project and other priority projects. Total funding cash flows expected between 2022-2024 by TransLink is \$533.9 million. See [Table A7A](#) for a list of projects to be funded by the ICIP.

PERMANENT TRANSIT FUND

The Government of Canada announced a new Permanent Transit Fund (PTF) in February 2021, expected to deliver predictable and long-term funding to transit systems across Canada, starting in 2026.

The plan does not assume any PTF funding during 2022-2024, as advance funding is not anticipated under this program. The details of this program, including the amounts allocated to each Province and eligibility criteria, have not yet been finalized. In this plan, PTF funding assumed is \$411.9 million from the federal government and \$444.2 million from the provincial government. Total funding cash flows expected between 2025-2031 by TransLink is \$778.5 million. This estimate is based on TransLink's past experience with similar federal funding programs and projects expecting to meet presumed eligibility criteria. See [Table A7B](#) for a list of projects expected to be funded by the PTF.

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 \$66.0 million in project funding from the Zero Emissions Transit Fund during 2025-2031. 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 Canada Community-Building Fund 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.

The plan approves new project funding of \$1,406.5 million between 2022-2024 and \$420.4 million for 2025-2031. Total funding cash flows expected between 2022-2024 by TransLink is \$534.7 million. See [Table A7F](#) for a list of projects to be funded by the GVRF.

PROVINCIAL CONTRIBUTION TO THE 10-YEAR VISION

The Government of British Columbia has committed to funding 40% of the capital costs of the Mayors' 10-Year Vision. The Government of BC confirmed \$2.429 billion in funding for TransLink's 2022-2024 capital program. This Investment Plan also includes an assumption that additional funding of \$134.1 million for the 2024 capital program will be made available. In addition, this Plan assumes \$587.9 million of capital funding from the Government of British Columbia in 2025-2031, of which \$444.2 million will be provided as a matching partner in the PTF program, subject to funding availability, and federal program parameters. Total cash flows expected from the Government of British Columbia-only funding is \$22.4 million between 2022-2024 and \$268.5 million between 2025-2031.

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 fair 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. The Mayors' Council and Board have endorsed a request of the Tsawwassen First Nation for a temporary exemption for up to ten years from the TransLink DCC.

DCCs were approved as part of the 2017 Investment Plan and first collected in January 2020. 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. No additional increases to the DCCs beyond inflation were assumed in this plan.

In total, TransLink anticipates \$91.8 million from DCC revenues between 2022-2024 and \$243.8 million between 2025-2031.

REAL ESTATE DEVELOPMENT AND INVESTMENT FUND DISTRIBUTIONS

TransLink is advancing a real estate development framework that will leverage its 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 comes from the Real Estate Development and Investment Fund. While TransLink does not anticipate distributions from this fund in 2022-2024, there are distributions assumed in 2025-2031.

REVOLVING LAND FUND

TransLink will apply 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 2022-2024 \$135.0 million of the Revolving Land Fund is expected to be utilized to acquire lands for capital projects and \$30.0 million is expected to be released into operating revenue in accordance with the previously approved allocation.

Established Borrowing Limit

TransLink previously had an established borrowing limit of \$5.5 billion. The 2022 Plan increases the amount TransLink may borrow by \$1.3 billion, to the revised borrowing limit of \$6.8 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. On April 29, 2022 the Metro Vancouver Board of Directors voted to transmit a letter to the Mayors' Council communicating its support for the proposed borrowing limit increase. See [Table A5](#) for the borrowing limit and gross direct borrowing by year, along with select financial policies.

4. Consultation on the 2022 Plan

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.
- 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.

During the development of the 2022 Investment Plan in 2021 and 2022, TransLink met these statutory requirements for consultation by:

- Capturing public feedback through an online survey, with advertising on social media.
- Developing a discussion guide to facilitate the public's understanding of the 2022 Investment Plan.
- Hosting the survey, discussion guide, and related documents on the engagetranslink.ca online portal and providing a project phone line for those without internet access to complete the survey and ask questions.
- Holding two virtual information sessions for key stakeholders and two virtual briefing sessions for elected officials.
- Presenting to the Access Transit User Advisory Committee.
- Presenting the 2022 Investment Plan to the Metro Vancouver Board on April 29, 2022.
- Providing regular updates to the Regional Transportation Advisory Council, a forum for Metro Vancouver local governments and agencies with a transportation-related mandate.
- Holding four joint workshops on proposed investments and funding sources with the TransLink Board and Mayors' Council on Regional Transportation.

Over 50 people attended the virtual information and briefing sessions, and more than 4,585 questionnaires were completed. Throughout the development of the 2022 Investment Plan, TransLink also consulted separately on Surrey Langley SkyTrain project, R6 RapidBus, and HandyDART Modernization. TransLink will continue to consult with the public through project development and implementation and through regular area planning updates.

Summary of Input

SURVEY RESULTS

A total of 83% strongly support or support the plan, compared to 6% that oppose or strongly oppose it.

Survey respondents also provided feedback on specific elements of the 2022 Investment Plan via an open-comment question. Of the 1,157 comments received, the following were major themes:

- Service levels (127 comments)
- Taxation and funding sources (63 comments)
- Cycling and active transportation (53 comments)
- General (54 comments)

For each of these themes, most comments had a neutral or positive tone.

The survey also asked respondents to rank the principles that helped TransLink guide the bus service levels identified in the 2022 Investment Plan. Of these principles, ensuring a usable network was ranked as the most important principle, followed by minimizing overcrowding, delivering urgent transit service improvements, and funding service improvements by reallocating service from frequent routes with sufficient capacity.

OTHER FEEDBACK

TransLink received two written submissions in support of the 2022 Investment Plan.

At the engagement sessions with elected officials, key stakeholders, and the Access Transit User Advisory Committee, participants expressed interest in RapidBus and bus priority measures, affordable transit fares, active transportation investments and customer washrooms.

Appendices

The following pages provide detailed financial summary of the investments and funding within the 2022 Investment Plan, to fulfill the requirements of the *SCBCTA* Act.

Given both the scale and uncertainty associated with the current funding challenge, TransLink and the Government of British Columbia have agreed to address this uncertainty in two steps, over the course of two investment plan cycles. This 2022 Investment Plan aims to keep TransLink financially stable for the next three years until there is more certainty with the return of ridership and revenue for the development of the next investment plan. This approach keeps the additional revenue generated in this plan as low as possible in order to minimize the affordability impacts to people and businesses in this region while the region collectively recovers from the COVID-19 pandemic. The second step will occur in the next investment plan (to be tabled by 2025), which will develop new sustainable revenue sources to fill any remaining funding gap and to ensure that the region can deliver on its urgently needed expansion priorities.

By legislation, an investment plan must be balanced for the 10-year plan period. As described above, in order to minimize the affordability impacts to the people and the businesses in the region, this plan does not identify all revenue sources that would be required to close the funding gap over the 10-year term. To meet the legislative requirement, the financial schedules in [Appendix A](#) show transit service reductions beginning in 2026. While TransLink does not anticipate implementing these service reductions, the next investment plan will need to address any remaining funding shortfall with new sustainable funding sources, as well as savings derived from prudent management of operating expenditures and the capital program. The funding gap will also be reduced if ridership and fare revenue return faster than forecasted.

Due to lower than required amounts of revenue, the net debt to annual operating revenues ratio exceeds the policy limit in 2026-2028, and net debt per capita exceeds the policy limit in 2027-2028. TransLink anticipates that additional revenues generated through either new revenue sources that will be identified in the next investment plan and faster than anticipated return of ridership will bring these ratios within the policy limits. Should these additional revenues not materialize, capital expenditures will have to be reduced in those years.

This plan includes \$1,213.0 million⁷ in funding from programs or commitments that have been announced but are not yet active through agreements or calls for applications. This includes the Government of Canada's Permanent Transit Fund and Zero Emission Transit Fund programs, and \$134.1 million of additional provincial funding in 2024. Should these new capital funding sources not materialize, \$1670.8 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.

⁷ Of this \$1,213 million, \$478 million is assumed from the Government of Canada and \$735 million from the Government of B.C.

A1: CONSOLIDATED STATEMENT OF FINANCIAL POSITION (\$ THOUSANDS)

AT DECEMBER 31	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Financial assets										
Cash and investments ⁽¹⁾	1,383,927	656,949	494,150	341,056	282,417	277,403	265,748	255,976	266,574	299,443
Accounts receivable	181,208	185,636	192,721	199,273	192,299	198,075	203,841	211,094	216,871	222,986
Restricted cash and investments	3,057,241	3,560,572	3,423,524	3,266,573	2,918,224	2,912,400	3,131,539	3,324,228	3,564,028	3,869,927
Debt reserve deposits	23,588	23,942	21,979	20,648	11,462	7,388	5,905	3,606	3,660	3,715
Financial Assets Total	4,645,964	4,427,099	4,132,374	3,827,550	3,404,402	3,395,266	3,607,033	3,794,904	4,051,133	4,396,071
Liabilities										
Accounts payable and accrued liabilities	355,356	372,562	385,969	439,935	349,465	335,896	337,664	336,957	339,798	349,441
Debt	3,174,458	3,412,423	4,123,290	4,767,696	5,550,162	6,135,069	6,422,818	6,652,353	6,491,125	6,586,553
Deferred government transfers ⁽²⁾	3,999,443	4,575,634	4,325,995	4,101,244	3,571,431	3,200,441	2,960,232	2,681,770	2,626,441	2,436,664
Golden Ears Bridge contractor liability	999,512	983,403	964,547	942,742	917,745	889,295	857,132	820,995	780,569	735,511
Deferred concessionaire credit	409,355	386,082	362,745	339,471	316,198	292,925	269,588	246,314	223,041	199,768
Employee future benefits	143,171	149,737	157,137	165,264	173,952	183,184	192,602	202,337	212,706	223,501
Deferred revenue and deposits	78,403	80,319	83,384	86,219	83,201	85,701	88,195	91,333	93,833	96,479
Deferred lease inducements	12,911	11,668	10,317	9,270	8,244	7,194	5,856	4,450	3,045	1,639
Liabilities Total	9,172,609	9,971,828	10,413,384	10,851,841	10,970,398	11,129,705	11,134,087	11,036,509	10,770,558	10,629,556
Net debt	(4,526,645)	(5,544,729)	(6,281,010)	(7,024,291)	(7,565,996)	(7,734,439)	(7,527,054)	(7,241,605)	(6,719,425)	(6,233,485)
Non-financial assets										
Tangible capital assets	6,319,782	7,284,667	8,059,109	8,690,088	9,641,080	9,944,057	9,769,484	9,635,731	9,248,969	8,927,554
Inventory	132,143	154,910	204,831	262,742	429,827	517,956	568,745	624,069	574,837	547,230
Prepaid expenses	24,796	25,997	26,932	30,698	24,385	26,296	31,158	29,842	37,331	35,927
Non-Financial Assets Total	6,476,721	7,465,574	8,290,872	8,983,528	10,095,292	10,488,309	10,369,387	10,289,642	9,861,137	9,510,711
Accumulated surplus	1,950,076	1,920,845	2,009,862	1,959,237	2,529,296	2,753,870	2,842,333	3,048,037	3,141,712	3,277,226

⁽¹⁾ Cash and investments equals Accumulated Funding Resources (AFR)

⁽²⁾ Reflects restructuring of the GEB Toll Replacement Agreement on March 31, 2022. Further details are provided in TransLink's Q1 2022 Financial and Performance Report.

A2: CONSOLIDATED STATEMENT OF OPERATIONS (\$ THOUSANDS)

FOR THE YEAR ENDED DEC 31	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2022 to 2031
Revenue											
Taxation	933,013	954,599	987,397	1,016,348	1,044,454	1,070,730	1,098,124	1,125,889	1,155,265	1,184,521	10,570,340
<i>Fuel tax</i>	395,745	388,011	384,371	379,738	374,002	367,204	359,752	350,796	341,481	331,438	3,672,538
<i>Property tax</i>	434,015	458,538	484,444	511,816	540,733	571,284	603,562	637,663	673,692	711,756	5,627,503
<i>Standard Property Tax: Previous Year + 3%</i>	428,605	447,035	472,293	498,978	527,170	556,955	588,423	621,669	656,794	693,903	5,491,825
<i>Standard Property Tax: Additional</i>	5,410	11,503	12,151	12,838	13,563	14,329	15,139	15,994	16,898	17,853	135,678
<i>Replacement tax</i>	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	180,000
<i>Parking Rights</i>	62,733	67,352	77,593	83,515	88,151	90,385	92,666	94,996	97,374	98,327	853,092
<i>Hydro levy</i>	22,520	22,698	22,989	23,279	23,568	23,857	24,144	24,434	24,718	25,000	237,207
Transit	619,338	681,652	711,129	740,059	647,444	671,510	694,322	730,084	750,845	774,562	7,020,945
<i>Fares</i>	586,259	645,386	672,202	697,675	595,513	613,948	635,084	659,827	679,332	699,380	6,484,606
<i>Other transit</i>	33,079	36,266	38,927	42,384	51,931	57,562	59,238	70,257	71,513	75,182	536,339
Government transfers - Capital	228,621	264,660	412,978	335,201	769,378	414,127	324,745	358,182	166,774	221,030	3,495,696
Government transfers - Canada Line Operating fund	19,269	19,216	19,216	19,216	19,216	19,216	19,216	19,216	20,694	19,216	193,691
Government Transfers - additional relief funding	176,000	-	-	-	-	-	-	-	-	-	176,000
Government transfers - amortization of GEB toll revenue replacement	49,781	45,761	47,519	49,347	51,248	53,225	55,281	57,419	59,642	61,954	531,177
Amortization of deferred concessionaire credit	23,273	23,273	23,337	23,273	23,273	23,273	23,337	23,273	23,273	23,273	232,858
Investment income - Restricted	38,117	42,126	47,366	48,674	49,281	49,504	45,635	46,052	50,949	52,480	470,184
Investment income - Unrestricted	44,379	77,923	65,370	65,290	60,794	58,164	59,419	60,131	59,884	62,751	614,105
Development cost charges	31,525	29,357	30,853	32,404	33,181	33,978	34,793	35,628	36,483	37,359	335,561
Miscellaneous Income	13,901	14,296	15,216	18,005	19,615	118,625	163,343	183,505	326,845	261,086	1,134,437
Sub Total Continuing Operations Revenue	2,177,217	2,152,863	2,360,381	2,347,817	2,717,884	2,512,352	2,518,215	2,639,379	2,650,654	2,698,232	24,774,994
Gain (loss) on disposal	(200)	(200)	(3,200)	(3,200)	(3,200)	(3,200)	(200)	(200)	(200)	(200)	(14,000)
Total Revenue (PSAB)	2,177,017	2,152,663	2,357,181	2,344,617	2,714,684	2,509,152	2,518,015	2,639,179	2,650,454	2,698,032	24,760,994
Expenditures											
Bus	815,224	849,012	866,986	886,480	556,487	563,452	565,730	578,862	588,168	610,135	6,880,536
Corporate	222,254	225,836	232,045	236,175	243,514	298,288	383,101	369,144	496,582	469,913	3,176,852
Rail	359,354	388,384	407,562	440,851	448,529	454,892	484,692	510,789	521,076	529,818	4,545,947
Roads and bridges	141,175	133,783	141,989	157,892	152,662	136,529	118,788	97,292	89,240	91,804	1,261,154
Transit Police	41,917	44,410	45,414	47,022	48,972	50,052	54,495	55,906	57,030	58,175	503,393
Amortization of tangible capital assets	258,400	311,347	362,655	406,020	468,807	537,516	556,390	545,826	534,827	527,975	4,509,763
Interest	179,836	178,102	175,362	190,624	204,168	221,217	248,269	255,537	257,604	262,370	2,173,089
Sub Total Continuing Operations Expenditures	2,018,160	2,130,874	2,232,013	2,365,064	2,123,139	2,261,946	2,411,465	2,413,356	2,544,527	2,550,190	23,050,734
Corporate - onetime expenditures	38,844	51,020	36,148	30,176	21,491	22,634	18,090	20,118	12,253	12,326	263,100
Total Expenditures (PSAB)	2,057,004	2,181,894	2,268,161	2,395,240	2,144,630	2,284,580	2,429,555	2,433,474	2,556,780	2,562,516	23,313,834
Surplus (Deficit) for the period (PSAB)	120,013	(29,231)	89,020	(50,623)	570,054	224,572	88,460	205,705	93,674	135,516	1,447,160
Accumulated Surplus, beginning of the year	1,830,062	1,950,075	1,920,844	2,009,864	1,959,241	2,529,295	2,753,867	2,842,327	3,048,032	3,141,706	
Accumulated Surplus, end of the year	1,950,075	1,920,844	2,009,864	1,959,241	2,529,295	2,753,867	2,842,327	3,048,032	3,141,706	3,277,222	

A3: CONSOLIDATED STATEMENT OF CHANGES IN NET DEBT (\$ THOUSANDS)

AT DECEMBER 31	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
SURPLUS	120,013	(29,231)	89,020	(50,623)	570,054	224,572	88,460	205,705	93,674	135,516
Acquisition of Tangible Capital Assets	(874,024)	(1,276,232)	(1,137,097)	(1,037,000)	(1,419,798)	(840,494)	(381,816)	(412,074)	(148,064)	(206,561)
Amortization of Tangible Capital Assets	258,400	311,347	362,655	406,020	468,807	537,516	556,390	545,826	534,827	527,975
	(615,624)	(964,885)	(774,442)	(630,980)	(950,991)	(302,978)	174,574	133,752	386,763	321,414
Change in Inventory	(40,982)	(22,766)	(49,922)	(57,911)	(167,085)	(88,129)	(50,788)	(55,324)	49,231	27,607
Change in Prepaid Expenses	5,244	(1,201)	(936)	(3,766)	6,313	(1,910)	(4,862)	1,316	(7,489)	1,404
	(35,738)	(23,967)	(50,858)	(61,677)	(160,772)	(90,039)	(55,650)	(54,008)	41,742	29,011
(Increase) Decrease in Net debt	(531,349)	(1,018,083)	(736,280)	(743,280)	(541,709)	(168,445)	207,384	285,449	522,179	485,941
Net debt, beginning of year	(3,995,297)	(4,526,646)	(5,544,729)	(6,281,009)	(7,024,289)	(7,565,998)	(7,734,443)	(7,527,059)	(7,241,610)	(6,719,431)
Net debt, end of year	(4,526,646)	(5,544,729)	(6,281,009)	(7,024,289)	(7,565,998)	(7,734,443)	(7,527,059)	(7,241,610)	(6,719,431)	(6,233,490)

A4: CONSOLIDATED STATEMENT OF CASH FLOWS (\$ THOUSANDS)

CASH PROVIDED BY (USED FOR):	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2022 to 2031
OPERATING TRANSACTIONS											
Surplus (deficit) for the year	120,013	(29,231)	89,020	(50,623)	570,054	224,572	88,460	205,705	93,674	135,516	1,447,160
Non-cash changes to operations	(21,769)	(5,711)	(104,779)	18,573	(349,787)	79,153	195,477	157,259	339,703	278,343	586,462
Changes in non-cash operating working capital	83,120	(2,706)	(34,070)	(3,301)	(238,598)	(97,653)	(47,736)	(49,096)	51,675	45,980	(292,385)
Cash provided by (used for) operating transactions	181,364	(37,648)	(49,829)	(35,351)	(18,331)	206,072	236,201	313,868	485,052	459,839	1,741,237
CAPITAL TRANSACTIONS											
Purchase of tangible capital assets	(874,025)	(1,276,232)	(1,137,097)	(1,037,000)	(1,419,798)	(840,494)	(381,816)	(412,074)	(148,064)	(206,561)	(7,733,161)
	(874,025)	(1,276,232)	(1,137,097)	(1,037,000)	(1,419,798)	(840,494)	(381,816)	(412,074)	(148,064)	(206,561)	(7,733,160)
INVESTING TRANSACTIONS											
Decrease (increase) in restricted cash and cash equivalents and investments	(1,820,044)	(503,331)	137,048	156,951	348,349	5,824	(219,139)	(192,689)	(239,800)	(305,899)	(2,632,730)
Decrease (increase) in debt reserve deposits	2,684	(354)	1,963	1,331	9,186	4,074	1,482	2,300	(54)	(55)	22,557
	(1,817,360)	(503,685)	139,011	158,282	357,535	9,898	(217,657)	(190,389)	(239,854)	(305,954)	(2,610,173)
FINANCING TRANSACTIONS											
Debt proceeds	300,000	300,000	774,861	1,169,461	836,572	873,730	709,420	242,062	444,227	101,135	5,751,468
Repayments of debt	(36,108)	(34,156)	(34,226)	(497,131)	(29,185)	(268,909)	(410,176)	(6,822)	(601,783)	(1,785)	(1,920,281)
Repayment of Golden Ears Bridge contractor liability	(13,565)	(16,109)	(18,857)	(21,805)	(24,997)	(28,449)	(32,163)	(36,137)	(40,425)	(45,058)	(277,565)
Government transfers received for tangible capital additions	2,902,382	840,852	163,338	110,450	239,565	43,138	84,536	79,720	111,445	31,253	4,606,679
	3,152,709	1,090,587	885,116	760,975	1,021,955	619,510	351,617	278,823	(86,536)	85,545	8,160,301
Increase/(decrease) in cash and investments	642,688	(726,978)	(162,799)	(153,094)	(58,639)	(5,014)	(11,655)	(9,772)	10,598	32,869	(441,796)
Cash and investments, beginning of period	741,239	1,383,927	656,949	494,150	341,056	282,417	277,403	265,748	255,976	266,574	
Cash and investments, end of period	1,383,927	656,949	494,150	341,056	282,417	277,403	265,748	255,976	266,574	299,443	

A5: PROJECTED BORROWING COMPARED TO BORROWING LIMIT AND SELECT FINANCIAL RATIOS (\$ MILLIONS UNLESS OTHERWISE NOTED)

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Established Borrowing Limit - Gross Direct Debt	6,800	6,800	6,800	6,800	6,800	6,800	6,800	6,800	6,800	6,800
Gross Direct Debt	3,774	4,071	4,778	5,480	6,036	6,400	6,609	6,702	6,546	6,647
Net Debt⁽¹⁾	4,030	4,123	4,676	5,265	5,842	6,231	6,246	6,185	5,914	5,696
Net Debt / Annual Operating Revenues (%) (< 300)	247.8	241.7	264.6	288.3	331.1	325.8	310.6	295.2	258.0	249.8
Gross Interest / Operating Revenues (%) (< 20)	11.1	10.4	9.9	10.4	11.6	11.6	12.3	12.2	11.2	11.5
Net Debt per capita (\$/capita) ⁽⁴⁾ (< 2,000)	1,442.2	1,452.2	1,620.7	1,796.2	1,961.8	2,060.6	2,034.5	1,984.6	1,869.9	1,775.2
Accumulated Funding Resources (AFR) ⁽²⁾	1,383.9	656.9	494.1	341.1	282.4	277.4	265.7	256.0	266.6	299.4
AFR as a percentage of Total Funding Requirements (%) ⁽³⁾	74.2	34.1	24.8	16.6	14.1	14.1	12.8	12.0	12.3	13.6
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 (\$)	279.8	289.1	299.0	246.5	240.5	236.2	249.3	255.0	261.1	263.4
Excess/(shortfall) from minimum	1,104.1	367.8	195.1	94.6	41.9	41.2	16.4	1.0	5.5	36.0
Accumulated Funding Resources Year-over-Year Change	642.7	(727.0)	(162.8)	(153.0)	(58.7)	(5.0)	(11.7)	(9.7)	10.6	32.8

⁽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

A6: CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS WITH FUNDING (\$ MILLIONS)

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
Bus											
Equipment	27	26	12	12	24	35	13	1	-	1	151
Facilities	6	2	4	4	10	2	2	4	2	3	39
Infrastructure	76	171	160	187	152	27	24	113	83	32	1,025
Technology	15	25	7	5	1	-	-	-	-	-	53
Vehicles	114	121	212	103	674	291	168	227	14	127	2,051
	238	345	395	311	861	355	207	345	99	163	3,319
Rail											
Equipment	69	49	26	20	3	3	11	11	-	-	192
Facilities	113	100	104	91	81	38	36	12	6	4	585
Infrastructure	377	726	810	1,039	1,026	1,047	1,080	54	47	62	6,268
Technology	45	20	8	6	10	14	10	4	4	-	121
Vehicles	62	292	139	112	194	259	178	20	6	-	1,262
	666	1,187	1,087	1,268	1,314	1,361	1,315	101	63	66	8,428
Corporate											
Equipment	2	-	-	-	-	-	-	-	-	-	2
Facilities	20	23	9	2	5	1	-	-	-	-	60
Infrastructure	27	18	9	25	13	11	10	11	11	9	144
Technology	44	25	46	95	76	106	16	18	21	24	471
Vehicles	2	-	1	1	-	1	2	2	1	2	12
	95	66	65	123	94	119	28	31	33	35	689
TL Owned Roads and Bridges											
Cycling	9	6	7	1	1	1	1	1	1	1	29
Bridges	11	18	15	-	-	-	-	-	-	-	44
	20	24	22	1	1	1	1	1	1	1	73
Total Capital Expenditures	1,019	1,622	1,569	1,703	2,270	1,836	1,551	478	196	265	12,509

A6 continued: CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS WITH FUNDING (\$ MILLIONS)

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
Municipal Owned Walking and Cycling											
Walking	6	5	5	6	6	5	3	1	-	-	37
Regional Cycling	15	16	17	19	18	14	11	5	2	2	119
	21	21	22	25	24	19	14	6	2	2	156
Municipal Owned Roads											
MRN Pavement Rehab	26	26	27	28	28	29	30	31	32	33	290
MRN Upgrade	28	31	34	41	41	32	19	12	-	-	238
MRN Seismic	16	9	20	22	18	15	9	3	-	-	112
	70	66	81	91	87	76	58	46	32	33	640
TOTAL INFRASTRUCTURE CONTRIBUTIONS	91	87	103	116	111	95	72	52	34	35	796
TOTAL CAPITAL EXPENDITURES AND INFRASTRUCTURE CONTRIBUTIONS	1,110	1,709	1,672	1,819	2,381	1,931	1,623	530	230	300	13,305
Federal											
Investing in Canada Infrastructure Program (ICIP)	129	256	242	310	320	337	404	2	-	-	2,000
Permanent Transit Fund (PTF)	-	-	-	-	49	97	99	63	43	28	379
Zero Emissions Transit Fund (ZETF)	-	-	-	11	54	2	-	-	-	-	67
	129	256	242	321	423	436	503	65	43	28	2,446
Provincial											
Investing in Canada Infrastructure Program (ICIP)	65	290	309	357	424	430	550	-	-	-	2,425
Permanent Transit Fund (PTF)	-	-	-	-	53	118	128	37	29	35	400
Broadway Subway Project - Support Agreement (BSP-SA)	10	19	18	25	-	-	-	-	-	-	72
Province Only Funding (POF)	4	6	12	78	96	84	8	2	-	-	290
	79	315	339	460	573	632	686	39	29	35	3,187
Regional											
Greater Vancouver Regional Fund (GVRF)	119	150	266	187	579	236	135	181	4	86	1,943
Other	27	10	18	1	13	1	1	1	1	1	74
	146	160	284	188	592	237	136	182	5	87	2,017
TOTAL CAPITAL FUNDING	354	731	865	969	1,588	1,305	1,325	286	77	150	7,650
Anticipated Provincial Assets included above by funding source											
Federal	9	13	90	198	277	362	466	29	20	24	1,488
Provincial	75	310	337	460	573	632	686	39	29	35	3,176

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	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.
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 On-Street Infrastructure Program	Programs to replace damaged, corroded, or aging Trolley Overhead components in order to avoid failures in the Trolley Overhead Network.
Surrey Langley Skytrain (SLS)	TransLink's contribution to the development and construction of the Surrey Langley Skytrain extension.
West Coast Express (WCE) Car Refurbishment	Refurbishment of 7 West Coast Express cars in order to maintain a state of good repair.
Trolley Overhead Rectifier Program	Replacement and decommissioning of aging rectifier stations.

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	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.
West Coast Express (WCE) Car Refurbishment	Refurbishment of 7 West Coast Express cars in order to maintain a state of good repair.
Trolley Overhead Rectifier Program	Replacement and decommissioning of aging rectifier stations.

A7C: PROJECTS FUNDED BY PROVINCE ONLY FUNDING (POF)

PROJECT GROUP	DESCRIPTION
Compass Asset Renewal	Upgrades to the Compass hardware and software infrastructure in order to further create a robust system and expand system capabilities.
Equipment Replacements & Upgrades	Various equipment replacement and upgrade programs across TransLink's transit network required to maintain a state of good repair.
Rail & Power	Various Skytrain Rail & Power programs required to keep the system in a state of good repair and support future expansion.
Skytrain Infrastructure Replacements and Upgrades	Various infrastructure replacement and upgrade programs required to keep the Skytrain network in a state of good repair.
West Coast Express (WCE) Car Refurbishment	Refurbishment of 7 West Coast Express cars in order to maintain a state of good repair.
UBCx Major Project Study	Development of a business case, reference concept design, and related assessments for the Millennium Line UBC extension.

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

PROJECT GROUP	DESCRIPTION
Battery Electric Charging Infrastructure	Implementation of additional On-Route chargers to support the Battery Electric Vehicle Fleet
2025 Conventional Bus Replacements	Purchase of 79 40' Battery Electric Buses to come in-service for the year 2025

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.

A7F: PROJECTS FUNDED BY GREATER VANCOUVER REGIONAL FUND (GVRF)

BUS FLEET	
Program Year	Project Name
2018	2019 Community Shuttle Vehicle Replacement
2019	2020 Conventional Bus Replacement 2020 Conventional Bus Expansion 2020 HandyDART Vehicle Replacement 2020 HandyDART Vehicle Expansion 2020 Community Shuttle Vehicle Expansion
2020	2021 Conventional Bus Expansion 2021 HandyDART Vehicle Replacement 2021 HandyDART Vehicle Expansion 2021 Community Shuttle Vehicle Replacement 2021 Community Shuttle Vehicle Expansion
2021	2022 Community Shuttle Vehicle Replacement 2022 HandyDART Vehicle Replacement 2023 Conventional Bus Replacement
2022	2023 Community Shuttle Vehicle Replacement 2023 Conventional Bus Replacement 2023 HandyDART Vehicle Replacement
2023	2024 Conventional Bus Replacement 2024-2028 Conventional Bus Replacement - Trolleys
2024	2026 Conventional Bus Replacement 2025-2029 Conventional Bus Replacement - Trolleys
2027	2029 Conventional Bus Replacement
2029	2031 Conventional Bus Replacement
RAIL FLEET	
2011	100-400 Series MK I Refurbishment Project
2020	MKI Refurbishment (500-800 series was 30 years old in 2021)

SEABUS	
Program Year	Project Name
2022	Next Generation SeaBus Design

BUS INFRASTRUCTURE	
2021	Port Coquitlam Transit Centre - Infrastructure to Support Battery Electric Buses
2022	Marpole Transit Centre – Implementation (Phase 4)

RAIL INFRASTRUCTURE	
2021	Elevating Devices Asset Renewal Program - Elevators Elevating Devices Asset Renewal Program - Escalators

BUS SERVICE SUPPORT VEHICLES	
2021	Service Support Vehicles Replacement
2023-2027	Service Support Vehicles Replacement
2028-2031	Service Support Vehicles Replacement

RAIL SERVICE SUPPORT VEHICLES	
2021	Rail Service Support Vehicle Replacement
2023-2027	Rail Service Support Vehicle Replacement
2028-2031	Rail Service Support Vehicle Replacement

POLICE SERVICE SUPPORT VEHICLES	
2028	Transit Police Non-Revenue Vehicles Replacement
2029	Transit Police Non-Revenue Vehicles Replacement

A8: MAJOR CAPITAL PROJECTS OVER \$50 MILLION (\$ MILLIONS)

PROJECT NAME	PROGRAM YEAR	TOTAL COST	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Infrastructure Upgrades/Expansion												
Expo Line Escalator Replacement: Accelerated Program	2016	69	14	-	-	-	-	-	-	-	-	-
Expo-Millennium Line Upgrade Program - Edmonds Operations & Maintenance Centre (OMC) Capacity Upgrade	2017	91	31	32	9	-	-	-	-	-	-	-
Burrard Station Upgrades	2017	83	29	35	11	-	-	-	-	-	-	-
Onboard Technology Asset Program (OTAP) - Radio Replacement	2017	63	23	13	-	-	-	-	-	-	-	-
Expo-Millennium Line Upgrade Program - SkyTrain Operation Control Centre	2017	111	48	34	4	8	-	-	-	-	-	-
Canada Line Capstan Station Design	2017	57	39	11	-	-	-	-	-	-	-	-
Operations & Maintenance Centre (OMC4)	2019	655	95	144	149	105	49	1	-	-	-	-
Expo-Millennium Line Upgrade Program - Propulsion Power Upgrades	2019	89	19	16	25	27	-	-	-	-	-	-
Broadway Subway Project - Support Services	2019	74	6	19	18	26	-	-	-	-	-	-
System Integration and Program Management	2021	50	3	7	10	10	10	10	-	-	-	-
Surrey Langley Skytrain Project - Support Services	2022	347	6	28	37	52	64	69	91	-	-	-
Operations & Maintenance Centre (OMC5)	2022	530	38	60	75	119	119	119	-	-	-	-
Onboard Technology Asset Program (OTAP) Reference Architecture Update - Design & Implementation	2026	67	-	-	-	-	22	34	11	-	-	-
Low Carbon Fleet Program												
2023 Conventional Bus Replacement	2021	89	-	1	37	50	-	-	-	-	-	-
Marpole Transit Centre – Implementation (Phase 4)	2022	308	-	15	73	120	100	-	-	-	-	-
2024-2028 Conventional Bus Replacement - Trolleys	2023	415	-	-	39	2	60	238	75	-	-	-
2025 Conventional Bus Replacement	2023	129	-	-	-	19	110	-	-	-	-	-
2024 Conventional Bus Replacement	2023	76	-	-	76	-	-	-	-	-	-	-
2026 Conventional Bus Replacement	2024	470	-	-	-	-	470	-	-	-	-	-
2025-2029 Conventional Bus Replacement - Trolleys	2024	199	-	-	-	19	3	22	73	84	-	-
2029 Conventional Bus Replacement	2027	114	-	-	-	-	-	-	-	114	-	-
Burnaby Transit Centre Electrification	2029	139	-	-	-	-	-	-	-	85	53	-
2031 Conventional Bus Replacement	2029	94	-	-	-	-	-	-	-	-	-	94
Other Fleet												
Expo-Millennium Line Upgrade Program - Fleet Acquisition Phase 2	2019	905	45	284	126	98	104	97	15	-	-	-
2020 Conventional Bus Expansion	2019	101	43	41	-	-	-	-	-	-	-	-
West Coast Express Refurbishment of 28 Bi-Level V Cars (205 Series)	2023	71	-	5	1	10	13	13	13	16	-	-
Mark II (1100-1200) Replacement (60 cars)	2026	356	-	-	-	-	70	142	145	-	-	-
Technology												
BCRTC Enterprise Asset Management Implementation	2017	55	26	1	-	-	-	-	-	-	-	-
Compass Asset Renewal and System Upgrade	2024	216	-	-	15	61	54	86	-	-	-	-
		6,025	464	747	706	726	1,245	831	423	299	53	94

A9: CONVENTIONAL TRANSIT SERVICE LEVELS (THOUSANDS OF SERVICE HOURS)

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2022 to 2031
Bus	5,616	5,679	5,733	5,723	2,705	2,727	2,743	2,749	2,742	2,744	39,160
Seabus	15	15	15	15	9	9	9	9	9	9	114
Rail	1,529	1,538	1,525	1,835	1,344	1,357	1,415	1,522	1,546	1,545	15,156
Total Service Hours (excluding HandyDart)	7,159	7,231	7,274	7,573	4,058	4,093	4,167	4,280	4,297	4,298	54,430

A10: CUSTOM TRANSIT SERVICE LEVELS (THOUSANDS OF TRIPS)

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2022 to 2031
HandyDART Vehicle Trips	1,230	1,297	1,297	1,297	947	947	947	947	947	947	10,802
Taxi Trips	152	152	152	152	111	111	111	111	111	111	1,274
Total Trips	1,382	1,449	1,449	1,449	1,058	1,058	1,058	1,058	1,058	1,058	12,076

A11: TRANSIT FARE RATES

				2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
CONVENTIONAL TRANSIT	Adult	Cash	1-Zone	\$3.10	\$3.15	\$3.20	\$3.25	\$3.30	\$3.35	\$3.40	\$3.45	\$3.50	\$3.55	
			2-Zone	\$4.45	\$4.55	\$4.65	\$4.75	\$4.85	\$4.95	\$5.05	\$5.15	\$5.25	\$5.35	
			3-Zone	\$6.05	\$6.20	\$6.35	\$6.50	\$6.65	\$6.80	\$6.95	\$7.10	\$7.25	\$7.40	
	Concession	Cash	1-Zone	\$2.05	\$2.10	\$2.15	\$2.20	\$2.25	\$2.30	\$2.35	\$2.40	\$2.45	\$2.50	
			2-Zone	\$3.05	\$3.10	\$3.15	\$3.20	\$3.25	\$3.30	\$3.35	\$3.40	\$3.45	\$3.50	
			3-Zone	\$4.15	\$4.25	\$4.35	\$4.45	\$4.55	\$4.65	\$4.75	\$4.85	\$4.95	\$5.05	
	Adult Daypass		All zones	\$11.00	\$11.25	\$11.50	\$11.75	\$12.00	\$12.25	\$12.50	\$12.75	\$13.00	\$13.25	
	Concession DayPass		All Zones	\$8.65	\$8.85	\$9.05	\$9.25	\$9.45	\$9.65	\$9.85	\$10.05	\$10.25	\$10.45	
CONVENTIONAL TRANSIT	Adult	Stored Value	1-zone	\$2.50	\$2.55	\$2.60	\$2.65	\$2.70	\$2.75	\$2.80	\$2.85	\$2.90	\$2.95	
			2-zone	\$3.65	\$3.75	\$3.85	\$3.95	\$4.05	\$4.15	\$4.25	\$4.35	\$4.45	\$4.55	
			3-zone	\$4.70	\$4.80	\$4.90	\$5.00	\$5.10	\$5.20	\$5.30	\$5.40	\$5.50	\$5.60	
	Monthly Pass		1-zone	\$102.55	\$104.90	\$107.30	\$109.45	\$111.65	\$113.90	\$116.20	\$118.50	\$120.85	\$123.25	
			2-zone	\$137.10	\$140.25	\$143.50	\$146.35	\$149.30	\$152.30	\$155.35	\$158.45	\$161.60	\$164.85	
			3-zone	\$185.20	\$189.45	\$193.80	\$197.70	\$201.65	\$205.70	\$209.80	\$214.00	\$218.30	\$222.65	
	Concession	Stored Value	1-zone	\$2.05	\$2.10	\$2.15	\$2.20	\$2.25	\$2.30	\$2.35	\$2.40	\$2.45	\$2.50	
			2-zone	\$3.05	\$3.10	\$3.15	\$3.20	\$3.25	\$3.30	\$3.35	\$3.40	\$3.45	\$3.50	
			3-zone	\$4.15	\$4.25	\$4.35	\$4.45	\$4.55	\$4.65	\$4.75	\$4.85	\$4.95	\$5.05	
	Monthly Pass		All zones	\$58.60	\$59.95	\$61.35	\$62.60	\$63.85	\$65.15	\$66.45	\$67.80	\$69.15	\$70.55	
	WEST COAST EXPRESS	Adult	Cash, one-way	1-Zone	\$6.05	\$6.20	\$6.35	\$6.50	\$6.65	\$6.80	\$6.95	\$7.10	\$7.25	\$7.40
				2-Zone	\$6.05	\$6.20	\$6.35	\$6.50	\$6.65	\$6.80	\$6.95	\$7.10	\$7.25	\$7.40
3-Zone				\$7.85	\$8.05	\$8.25	\$8.40	\$8.55	\$8.70	\$8.85	\$9.05	\$9.25	\$9.45	
4-Zone				\$9.65	\$9.85	\$10.10	\$10.30	\$10.50	\$10.70	\$10.90	\$11.10	\$11.30	\$11.55	
5-Zone				\$13.10	\$13.40	\$13.70	\$13.95	\$14.25	\$14.55	\$14.85	\$15.15	\$15.45	\$15.75	
Adult		Cash, return ticket	1-Zone	\$11.50	\$11.75	\$12.00	\$12.25	\$12.50	\$12.75	\$13.00	\$13.25	\$13.50	\$13.75	
			2-Zone	\$11.50	\$11.75	\$12.00	\$12.25	\$12.50	\$12.75	\$13.00	\$13.25	\$13.50	\$13.75	
			3-Zone	\$15.20	\$15.55	\$15.90	\$16.20	\$16.50	\$16.85	\$17.20	\$17.55	\$17.90	\$18.25	
			4-Zone	\$18.55	\$19.00	\$19.45	\$19.85	\$20.25	\$20.65	\$21.05	\$21.45	\$21.90	\$22.35	
			5-Zone	\$24.85	\$25.40	\$26.00	\$26.50	\$27.05	\$27.60	\$28.15	\$28.70	\$29.25	\$29.85	
Concession		Cash, one-way	1-Zone	\$3.65	\$3.75	\$3.85	\$3.95	\$4.05	\$4.15	\$4.25	\$4.35	\$4.45	\$4.55	
			2-Zone	\$3.65	\$3.75	\$3.85	\$3.95	\$4.05	\$4.15	\$4.25	\$4.35	\$4.45	\$4.55	
			3-Zone	\$4.65	\$4.75	\$4.85	\$4.95	\$5.05	\$5.15	\$5.25	\$5.35	\$5.45	\$5.55	
			4-Zone	\$6.00	\$6.15	\$6.30	\$6.45	\$6.60	\$6.75	\$6.90	\$7.05	\$7.20	\$7.35	
			5-Zone	\$8.10	\$8.30	\$8.50	\$8.65	\$8.80	\$9.00	\$9.20	\$9.40	\$9.60	\$9.80	
Concession		Cash, return ticket	1-Zone	\$7.30	\$7.45	\$7.60	\$7.75	\$7.90	\$8.05	\$8.20	\$8.35	\$8.50	\$8.65	
			2-Zone	\$7.30	\$7.45	\$7.60	\$7.75	\$7.90	\$8.05	\$8.20	\$8.35	\$8.50	\$8.65	
			3-Zone	\$9.40	\$9.60	\$9.80	\$10.00	\$10.20	\$10.40	\$10.60	\$10.80	\$11.00	\$11.20	
	4-Zone		\$11.75	\$12.00	\$12.30	\$12.55	\$12.80	\$13.05	\$13.30	\$13.55	\$13.80	\$14.10		
	5-Zone		\$15.95	\$16.30	\$16.65	\$17.00	\$17.35	\$17.70	\$18.05	\$18.40	\$18.75	\$19.15		

A11 continued: TRANSIT FARE RATES

				2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
WEST COAST EXPRESS	Adult	Stored Value - one way	1-Zone	\$5.10	\$5.20	\$5.30	\$5.40	\$5.50	\$5.60	\$5.70	\$5.80	\$5.90	\$6.00
			2-Zone	\$5.10	\$5.20	\$5.30	\$5.40	\$5.50	\$5.60	\$5.70	\$5.80	\$5.90	\$6.00
			3-zone	\$6.65	\$6.80	\$6.95	\$7.10	\$7.25	\$7.40	\$7.55	\$7.70	\$7.85	\$8.00
			4-zone	\$8.15	\$8.35	\$8.55	\$8.70	\$8.85	\$9.05	\$9.25	\$9.45	\$9.65	\$9.85
			5-zone	\$11.00	\$11.25	\$11.50	\$11.75	\$12.00	\$12.25	\$12.50	\$12.75	\$13.00	\$13.25
	Adult	Stored Value, return pass	1-Zone	\$11.25	\$11.50	\$11.75	\$12.00	\$12.25	\$12.50	\$12.75	\$13.00	\$13.25	\$13.50
			2-Zone	\$11.25	\$11.50	\$11.75	\$12.00	\$12.25	\$12.50	\$12.75	\$13.00	\$13.25	\$13.50
			3-zone	\$14.35	\$14.70	\$15.05	\$15.35	\$15.65	\$15.95	\$16.25	\$16.60	\$16.95	\$17.30
			4-zone	\$17.80	\$18.20	\$18.60	\$18.95	\$19.35	\$19.75	\$20.15	\$20.55	\$20.95	\$21.35
			5-zone	\$23.80	\$24.35	\$24.90	\$25.40	\$25.90	\$26.40	\$26.95	\$27.50	\$28.05	\$28.60
	Adult	Monthly Pass	1-Zone	\$166.15	\$169.95	\$173.85	\$177.35	\$180.90	\$184.50	\$188.20	\$191.95	\$195.80	\$199.70
			2-Zone	\$166.15	\$169.95	\$173.85	\$177.35	\$180.90	\$184.50	\$188.20	\$191.95	\$195.80	\$199.70
			3-zone	\$217.70	\$222.70	\$227.80	\$232.35	\$237.00	\$241.75	\$246.60	\$251.55	\$256.60	\$261.75
			4-zone	\$262.65	\$268.70	\$274.90	\$280.40	\$286.00	\$291.70	\$297.55	\$303.50	\$309.55	\$315.75
			5-zone	\$358.70	\$366.95	\$375.40	\$382.90	\$390.55	\$398.35	\$406.30	\$414.45	\$422.75	\$431.20
	Concession	Stored Value, one-way	1-Zone	\$3.05	\$3.10	\$3.15	\$3.20	\$3.25	\$3.30	\$3.35	\$3.40	\$3.45	\$3.50
			2-Zone	\$3.05	\$3.10	\$3.15	\$3.20	\$3.25	\$3.30	\$3.35	\$3.40	\$3.45	\$3.50
			3-zone	\$3.95	\$4.15	\$4.35	\$4.45	\$4.55	\$4.65	\$4.75	\$4.85	\$4.95	\$5.05
			4-zone	\$5.00	\$5.10	\$5.20	\$5.30	\$5.40	\$5.50	\$5.60	\$5.70	\$5.80	\$5.90
			5-zone	\$6.75	\$6.90	\$7.05	\$7.20	\$7.35	\$7.50	\$7.65	\$7.80	\$7.95	\$8.10
	Concession	Stored Value, return pass	1-Zone	\$7.05	\$7.20	\$7.35	\$7.50	\$7.65	\$7.80	\$7.95	\$8.10	\$8.25	\$8.40
			2-Zone	\$7.05	\$7.20	\$7.35	\$7.50	\$7.65	\$7.80	\$7.95	\$8.10	\$8.25	\$8.40
			3-zone	\$8.90	\$9.10	\$9.30	\$9.50	\$9.70	\$9.90	\$10.10	\$10.30	\$10.50	\$10.70
			4-zone	\$11.25	\$11.50	\$11.75	\$12.00	\$12.25	\$12.50	\$12.75	\$13.00	\$13.25	\$13.50
			5-zone	\$15.20	\$15.55	\$15.90	\$16.20	\$16.50	\$16.85	\$17.20	\$17.55	\$17.90	\$18.25
	Concession	Monthly Pass	1-Zone	\$101.55	\$103.90	\$106.30	\$108.45	\$110.60	\$112.80	\$115.05	\$117.35	\$119.70	\$122.10
			2-Zone	\$101.55	\$103.90	\$106.30	\$108.45	\$110.60	\$112.80	\$115.05	\$117.35	\$119.70	\$122.10
			3-zone	\$134.45	\$137.55	\$140.70	\$143.50	\$146.35	\$149.30	\$152.30	\$155.35	\$158.45	\$161.60
			4-zone	\$165.60	\$169.40	\$173.30	\$176.75	\$180.30	\$183.90	\$187.60	\$191.35	\$195.20	\$199.10
			5-zone	\$231.55	\$236.90	\$242.35	\$247.20	\$252.15	\$257.20	\$262.35	\$267.60	\$272.95	\$278.40

A12: PROJECTED FARE REVENUE BY FARE TYPE (\$ MILLIONS)

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2022 to 2031
Regular, Short Term Fares	82	91	95	98	78	81	83	87	89	91	876
Discounted, Short Term Fares	194	216	224	232	186	192	198	207	213	219	2,079
Non-Short Term Fares	183	204	211	219	175	181	187	195	201	207	1,963
Total	459	511	530	549	440	453	469	489	503	517	4,919
Short Term Fares as a Percentage of Total	60%	60%	60%	60%	60%	60%	60%	60%	60%	60%	60%
Program Revenues	127	134	143	149	156	161	166	171	177	183	1,566
Total Fare Revenues	586	645	672	698	596	614	635	660	679	699	6,485

A13: RIDERSHIP FORECAST (MILLIONS OF TRANSIT JOURNEYS)

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2022 to 2031
Ridership	211	229	233	236	182	184	187	191	192	194	2,039
Annual Increase (over previous year)	62.9%	8.6%	1.4%	1.5%	-22.7%	1.0%	1.5%	2.0%	0.8%	0.8%	

A14: MAJOR ROAD NETWORK EXPANSION (LANE-KILOMETRES, UNLESS OTHERWISE NOTED)

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Length of the Major Road Network	2,715	2,742	2,770	2,798	2,826	2,854	2,882	2,911	2,940	2,970
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

B1: REGIONAL TRANSPORTATION DCC ELIGIBLE PROJECTS

PROJECT NAME	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
SKYTRAIN AND WEST COAST EXPRESS EXPANSION AND UPGRADES										
Burrard Station Upgrades	✓	✓	✓							
Canada Line Fleet Expansion	✓									
Expo-Millennium Line Fleet Expansion	✓	✓	✓	✓	✓	✓	✓			
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	✓	✓	✓	✓	✓	✓	✓			
Gilmore Station Upgrade and Expansion		✓	✓	✓						
Surrey Langley SkyTrain Line - Supporting Facility Expansion		✓	✓	✓	✓	✓				
Compass and Fare Gate System Upgrade			✓	✓	✓	✓				
Brentwood Station Upgrades	✓	✓								
Expo-Millennium Upgrade Program - Power Expansion	✓	✓	✓	✓	✓					
Stadium-Chinatown Station Upgrade		✓								
Canada Line Station Upgrades	✓	✓								
Broadway Subway Project - Integration Services	✓	✓	✓	✓	✓	✓	✓	✓	✓	
BUS EXCHANGE/DEPOT AND SEABUS EXPANSION										
Capacity Expansion and Upgrades at Existing Bus Depots	✓	✓	✓	✓	✓					
New Marpole Bus Depot	✓	✓	✓	✓	✓					
Phibbs Exchange Upgrade	✓	✓								
SeaBus Fleet Expansion	✓									
Total Eligible Project Costs (in million of dollars)	433	841	612	676	521	385	108	2	3	
DCC Revenue (in million of dollars)	31.5	29.4	30.9	32.4	33.2	34.0	34.8	35.6	36.5	37.4

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
BYLAW NUMBER 124-2018**

A BYLAW TO IMPOSE DEVELOPMENT COST CHARGES

Effective January 15, 2019

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**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
BYLAW NUMBER 124-2018**

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; and

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

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

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

1. CITATION

1.(1) The official citation for this Bylaw is “South Coast British Columbia Transportation Authority Bylaw No. 124-2018”.

1.(2) This Bylaw may be cited as the “Development Cost Charge 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;

“**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 the date on which the Board of Directors determine this Bylaw shall come into force and take effect;

“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.

3. DEVELOPMENT COST CHARGES

3.(1) Application of Development Cost Charges. Subject to Section 3.(4), 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) Transitional regarding Subdivision Applications. This Bylaw has no effect for a period of 12 months after the Effective Date with respect to:
- (a) a Subdivision of land located within a municipality if, before the Effective 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 Effective 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 Effective Date, the application for such Subdivision has been submitted to the approving officer and the applicable subdivision fee has been paid.
- 6.(2) Agreement with Applicant for Subdivision. Section 6.(1) does not apply if the applicant for that Subdivision agrees in writing that this Bylaw should have effect.
- 6.(3) Transitional regarding Building Permit Applications. This Bylaw has no effect 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 Effective Date; and
 - (b) a Precursor Application in relation to that Building Permit is In-stream on the Effective Date.
- 6.(4) Agreement with Applicant for Building Permit. Section 6.(3) 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 24th day of October, 2018

RECONSIDERED, PASSED AND FINALLY ADOPTED this 6th day of December, 2018

Original signed by Lorraine Cunningham

Lorraine Cunningham, Board Chair

Original signed by Gigi Chen-Kuo

Gigi Chen-Kuo, Corporate Secretary

SCHEDULE A
DEVELOPMENT COST CHARGE BYLAW
RATE SCHEDULE

Type of Development	Rates effective January 15, 2019	Rates effective January 15, 2020	Rates effective January 1, 2021
Single Family Dwelling	\$0 per Dwelling Unit	\$2,100 per Dwelling Unit	\$2,975 per Dwelling Unit
Duplex	\$0 per Dwelling Unit	\$1,900 per Dwelling Unit	\$2,470 per Dwelling Unit
Townhouse Dwelling Unit	\$0 per Dwelling Unit	\$1,900 per Dwelling Unit	\$2,470 per Dwelling Unit
Apartment Dwelling Unit	\$0 per Dwelling Unit	\$1,200 per Dwelling Unit	\$1,545 per Dwelling Unit
Retail/Service	\$0 per sq. ft. of Floor Area*	\$1.25 per sq. ft. of Floor Area*	\$1.25 per sq. ft. of Floor Area*
Office	\$0 per sq. ft. of Floor Area*	\$1.00 per sq. ft. of Floor Area*	\$1.00 per sq. ft. of Floor Area*
Institutional	\$0 per sq. ft. of Floor Area*	\$0.50 per sq. ft. of Floor Area*	\$0.50 per sq. ft. of Floor Area*
Industrial	\$0 per sq. ft. of Floor Area*	\$0.30 per sq. ft. of Floor Area*	\$0.30 per sq. ft. of Floor Area*

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

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
BYLAW NUMBER 143-2021**

A BYLAW TO IMPOSE DEVELOPMENT COST CHARGES

Effective January 1, 2022

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**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
BYLAW NUMBER 143-2021**

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. The Authority wishes to set revised development cost charges pursuant to this Bylaw;

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

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

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

1. CITATION

- 1.(1) The official citation for this Bylaw is “South Coast British Columbia Transportation Authority Bylaw No. 143-2021”.
- 1.(2) This Bylaw may be cited as the “Development Cost Charge Bylaw No. 143-2021”.

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, 2022;

“**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. 124-2018 shall be repealed as of the Effective Date, except with respect to a Subdivision application described in Section 6.(2), in which case South Coast British Columbia Transportation Authority Bylaw No. 124-2018 shall continue to apply to such Subdivision application as and to the extent provided in Section 6.(2), and except with respect to a Building Permit application described in Section 6.(4), in which case South Coast British Columbia Transportation Authority Bylaw No. 124-2018 shall continue to apply to such Building Permit application as and to the extent provided in Section 6.(4). South Coast British Columbia Transportation Authority Bylaw No. 124-2018 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. 124-2018 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 Effective 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 Effective 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 Effective 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. 124-2018 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 Effective 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 23rd day of September, 2021.

RECONSIDERED, PASSED AND FINALLY ADOPTED this 23rd day of September, 2021.

Original signed by Tony Gugliotta

Tony Gugliotta, Chair

Original signed by Jennifer Breeze

Jennifer Breeze, Corporate Secretary

SCHEDULE A
DEVELOPMENT COST CHARGE BYLAW
RATE SCHEDULE

Type of Development	Rates effective January 1, 2022
Single Family Dwelling	\$2,993 per Dwelling Unit
Duplex	\$2,485 per Dwelling Unit
Townhouse Dwelling Unit	\$2,485 per Dwelling Unit
Apartment Dwelling Unit	\$1,554 per Dwelling Unit
Retail/Service	\$1.26 per sq. ft. of Floor Area*
Office	\$1.01 per sq. ft. of Floor Area*
Institutional	\$0.50 per sq. ft. of Floor Area*
Industrial	\$0.30 per sq. ft. of Floor Area*

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

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED BYLAW
A PROPOSED BYLAW TO IMPOSE 2023 DEVELOPMENT COST CHARGES

Effective January 1, 2023

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

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 revised development cost charges effective January 1, 2022. 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 2023 Development Cost Charges”.
- 1.(2) This Bylaw may be cited as the “Development Cost Charge Proposed 2023 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, 2023;

“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. 143-2021 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. 143-2021 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. 143-2021 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. 143-2021 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. 143-2021 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 Effective 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 Effective 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 Effective 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. 143-2021 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 Effective 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, Corporate Secretary

SCHEDULE A
DEVELOPMENT COST CHARGE BYLAW
RATE SCHEDULE

Type of Development	Rates effective January 1, 2023
Single Family Dwelling	\$3,073 per Dwelling Unit
Duplex	\$2,551 per Dwelling Unit
Townhouse Dwelling Unit	\$2,551 per Dwelling Unit
Apartment Dwelling Unit	\$1,595 per Dwelling Unit
Retail/Service	\$1.29 per sq. ft. of Floor Area*
Office	\$1.04 per sq. ft. of Floor Area*
Institutional	\$0.51 per sq. ft. of Floor Area*
Industrial	\$0.31 per sq. ft. of Floor Area*

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

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED BYLAW
A PROPOSED BYLAW TO IMPOSE 2024 DEVELOPMENT COST CHARGES

Effective January 1, 2024

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

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 revised development cost charges effective January 1, 2022. Pursuant to South Coast British Columbia Transportation Authority Proposed Bylaw to Impose 2023 Development Cost Charges, the Authority revised development cost charges effective January 1, 2023. 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 2024 Development Cost Charges”.
- 1.(2) This Bylaw may be cited as the “Development Cost Charge Proposed 2024 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, 2024;

“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 2023 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 2023 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 2023 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 2023

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 2023 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 Effective 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 Effective 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 Effective 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 2023 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 Effective 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, Corporate Secretary

SCHEDULE A
DEVELOPMENT COST CHARGE BYLAW
RATE SCHEDULE

Type of Development	Rates effective January 1, 2024
Single Family Dwelling	\$3,147 per Dwelling Unit
Duplex	\$2,612 per Dwelling Unit
Townhouse Dwelling Unit	\$2,612 per Dwelling Unit
Apartment Dwelling Unit	\$1,633 per Dwelling Unit
Retail/Service	\$1.32 per sq. ft. of Floor Area*
Office	\$1.06 per sq. ft. of Floor Area*
Institutional	\$0.52 per sq. ft. of Floor Area*
Industrial	\$0.32 per sq. ft. of Floor Area*

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

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

PROPOSED BYLAW NUMBER

A Bylaw imposing 2023 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 2023 Property Tax Bylaw.”
4. This Bylaw comes into force and takes effect on January 1, 2023.

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

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

Lorraine Cunningham, Chair

Jennifer Breeze, Corporate Secretary

SCHEDULE 1 attached to and forming part of
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED 2023 PROPERTY TAX BYLAW

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.2240
02	Utilities	2.1366
04	Major Industry	1.2495
05	Light Industry	0.6406
06	Business/Other	0.6787
08	Recreational and Non-Profit	0.1502
09	Farm	0.3240

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

PROPOSED BYLAW

A Proposed Bylaw imposing 2023 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 2023 Replacement Tax Bylaw."
4. This Bylaw comes into force and takes effect on January 1, 2023.

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

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

Lorraine Cunningham, Chair

Jennifer Breeze, Corporate Secretary

SCHEDULE 1 attached to and forming part of
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
PROPOSED 2023 REPLACEMENT TAX BYLAW

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.0018
02	Utilities	0.0674
04	Major Industry	0.0700
05	Light Industry	0.0595
06	Business/Other	0.0589

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

PROPOSED BYLAW NUMBER

A 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, 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	0.2239
02	Utilities	2.1097
04	Major Industry	1.1780
05	Light Industry	0.5727
06	Business/Other	0.6454
08	Recreational and Non-Profit	0.1442
09	Farm	0.3239

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, 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	0.0606
04	Major Industry	0.0629
05	Light Industry	0.0535
06	Business/Other	0.0530



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 West Vancouver, British Columbia, this 5th day of May 2022.

A handwritten signature in blue ink, appearing to read "Jennifer Breeze", is written in a cursive style.

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 West Vancouver, British Columbia, this 5th day of May 2022.



Jennifer Breeze
General Counsel and Corporate Secretary

OMNIBUS BORROWING RESOLUTION

WHEREAS:

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

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

Part 1

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

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

so determined, the approval of any such agreement; and

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

Part 2

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

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

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

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

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

APPENDIX A

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

**SOUTH COAST BRITISH COLUMBIA
TRANSPORTATION AUTHORITY**

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

Series: ●

ISIN CA●

●% BOND, SERIES ●, DUE ●

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

CDS & CO.

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

● **DOLLARS**

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

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

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

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

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

DATED this ● day of ●, ●.

SOUTH COAST BRITISH COLUMBIA
TRANSPORTATION AUTHORITY

By:

Countersigned:

By:

TERMS AND CONDITIONS OF GLOBAL BOND

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

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

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

APPENDIX B

BORROWING RESOLUTION DATED THE ____ DAY OF _____, 20__

CANADA

PROVINCE OF BRITISH COLUMBIA

AGREEMENT

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

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

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

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

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

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

DEMAND NOTE
CASH
TOTAL

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 132-2019

A Bylaw imposing Motor Fuel Tax

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
BYLAW 132-2019

A Bylaw imposing Motor Fuel Tax

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

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

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

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

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

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

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

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

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

Original signed by Chair Gugliotta
Tony Gugliotta, Chair

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

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 127-2018

A Bylaw imposing Parking Sales Tax

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 127-2018

A Bylaw imposing Parking Sales Tax

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

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

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

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

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this 6th day of December, 2018.

Original signed by Lorraine Cunningham
Lorraine Cunningham, Chair

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

GREATER VANCOUVER TRANSPORTATION AUTHORITY

BY-LAW NUMBER 17, 2001

A By-Law To Establish A Power Levy

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

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

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

1. In this By-law

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

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

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

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

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

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

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

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

RECONSIDERED, PASSED AND FINALLY ADOPTED this 31st day of March, 2001.

George Fuil, Chair

Paulette Vetleson, Secretary

Original signed

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 144-2022

A Bylaw imposing Property Tax for the year 2022

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 144-2022

A Bylaw imposing Property Tax for the year 2022

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 2022 Property Tax Bylaw Number 144-2022.”
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, 2022.

READ A FIRST, SECOND AND THIRD TIME this March 24, 2022.

RECONSIDERED, PASSED AND FINALLY ADOPTED this March 24, 2022.

Original signed by Lorraine Cunningham, Chair

Lorraine Cunningham, Chair

Original signed by Jennifer Breeze, Corporate Secretary

Jennifer Breeze, Corporate Secretary

SCHEDULE 1 attached to and forming part of
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
2022 PROPERTY TAX BYLAW NUMBER 144-2022

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.2239
02	Utilities	2.1619
04	Major Industry	1.3242
05	Light Industry	0.7159
06	Business/Other	0.7131
08	Recreational and Non-Profit	0.1564
09	Farm	0.3239

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 145-2022

A Bylaw imposing Replacement Tax for the year 2022

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 145-2022

A Bylaw imposing Replacement Tax for the year 2022

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 2022 Replacement Tax Bylaw Number 145-2022.”
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, 2022.

READ A FIRST, SECOND AND THIRD TIME this March 24, 2022.

RECONSIDERED, PASSED AND FINALLY ADOPTED this March 24, 2022.

Original signed by Lorraine Cunningham, Chair

Lorraine Cunningham, Chair

Original signed by Jennifer Breeze, Corporate Secretary

Jennifer Breeze, Corporate Secretary

SCHEDULE 1 attached to and forming part of
SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
2022 REPLACEMENT TAX BYLAW NUMBER 145-2022

<u>PROPERTY CLASS</u>		<u>TAX RATES</u> <u>DOLLARS OF TAX PER \$1,000</u>
01	Residential	0.0020
02	Utilities	0.0751
04	Major Industry	0.0780
05	Light Industry	0.0663
06	Business/Other	0.0656

**SOUTH COAST BRITISH COLUMBIA
TRANSPORTATION
AUTHORITY**

(TRANSLINK)

TRANSIT TARIFF

Effective July 1, 2022

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, 295 - 601 West Cordova Street, Vancouver
6. HandyDART Operator – FirstCanada ULC, 17535 - 55B Avenue, Surrey
7. TransLink Website: www.translink.ca

GENERAL

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

TRANSLINK – TRANSIT TARIFF	Date: July 1, 2022
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PART A - Definitions

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

- Add-Fare** Additional fare amount equivalent to the difference in fares as set out in Appendix “2” of this Tariff.

- Adult** Person who is not a Child, Youth or Senior.

- Adult Fare** Fare required to:
 - (i) obtain the Single Fare (Adult) required to travel on Conventional Transit and HandyDART for the applicable Hours and Zones, as set out in Appendix “2”;
 - (ii) obtain an Adult WCE One-Way Fare to travel on WCE Service, for the applicable Hours and Zones, as set out in Appendix “2”; and
 - (iii) travel between Canada Line Bridgeport and Templeton Stations, as set out in Appendix “2” as an Add-Fare, in addition to one of the fares described in paragraphs (i) or (ii) above.

- Attendant** A person who is required to accompany and assist an Eligible HandyDART User in using HandyDART service or a HandyCard Holder in using Conventional Transit or WCE Service.

- Bus Service** Conventional Bus and HandyDART service provided by or on behalf of TransLink.

- Business Day** Any day other than a Saturday, Sunday, or Statutory Holiday.

- Bus Transfer** A single use transfer issued to passengers paying by cash or FareSaver for travel on Bus Service. This single use transfer will allow a passenger to transfer between Bus Service buses within the Transfer Time, but is not valid for travel on Conventional SkyTrain and SeaBus or WCE Service.

- Card Reader** A card and ticket reader, Fare Gate, mobile validator, bus or rail station validator or any other mechanism implemented by TransLink from time to time, used by passengers to Tap In and/or Tap Out.

- Child** Person who is 12 years of age or younger.

- Compass Card** A long-term use, reusable electronic Compass farecard or Compass Wearable for transit use in TransLink’s Transportation Service Region and WCE Service and Bus Service to the WCE Mission station in the District of Mission and which is subject to the Compass Card Terms and Conditions of Use.

- Compass Card Terms and Conditions of Use** The Compass Card Terms and Conditions of Use as amended from time to time by TransLink in its absolute discretion, a copy of which is posted on TransLink’s website at www.translink.ca.

TRANSLINK – TRANSIT TARIFF	Date: July 1, 2022
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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 Customer Service Centre The customer service centre that can be reached by visiting the walk-in centre at Stadium-Chinatown SkyTrain Station.

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

Compass Retailer TransLink-authorized vendor of Compass Cards.

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

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

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

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

by or on behalf of TransLink.

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

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

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

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

TRANSLINK – TRANSIT TARIFF	Date: July 1, 2022
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Conventional Transit	Conventional Bus and Conventional SkyTrain and SeaBus transit service provided by or on behalf of TransLink.
Eligible HandyDART User	<p>Person who:</p> <ul style="list-style-type: none"> (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	<p>Person who is:</p> <ul style="list-style-type: none"> (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	<p>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”.</p> <p>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”.</p>
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.

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- 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.
- 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.

TRANSLINK – TRANSIT TARIFF	Date: July 1, 2022
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Maximum Fare	<p>If using Stored Value, the maximum fare will be the Adult Fare or Single Fare (Concession) payable for travel:</p> <ul style="list-style-type: none"> (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, <p>as set out in Appendix “2”.</p> <p>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”.</p> <p>If using Contactless Payment, the maximum fare will be the Adult Fare payable for travel:</p> <ul style="list-style-type: none"> (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, <p>as set out in Appendix “2”.</p>
Mobility Device	Wheelchair or scooter required by a passenger with a physical disability.
Off-Peak Hours	Hours of service after 6:30 p.m. from Monday to Friday (excluding Statutory Holidays), and all day on Saturday, Sunday and Statutory Holidays.
Operating Company	A company, including a subsidiary of TransLink, operating transit service on behalf of TransLink.
Period Pass	The electronic equivalent of a pass based on a calendar period (including DayPasses and Monthly Passes), and loaded on a Compass Card, or in the case of DayPasses only loaded on a Compass Ticket.
Proof of Payment	Verifiable Compass Fare Media and Verifiable Contactless Payment, designated as proof of payment in Appendix “2” and personal identification as required in Appendix “2”, with respect only to Bus Service, FareSavers, and Bus Transfers, and with respect only to Conventional SkyTrain and SeaBus, RFID Cards and personal identification as required in Appendix “2”.

Registered Users	Passengers who have acquired a Compass Card and successfully registered such Compass Card with TransLink on TransLink’s Compass website at www.compasscard.ca , through Compass Customer Service or in person at the Compass Customer Service Centre, all in accordance with the Compass Card Terms and Conditions of Use.
Regular Hours	Hours of service other than Off-Peak Hours.
RFID Card	A long-term use, reusable radio frequency identification fare card issued under the Universal Fare Gate Access Program for opening Fare Gates for transit use on Conventional SkyTrain and SeaBus and which is subject to the RFID Card Terms and Conditions of Use.
RFID Cardholder	Resident of the Transportation Service Region who: <ul style="list-style-type: none"> (i) is a person who travels independently and due to a disability, confirmed by a medical practitioner, is physically not able to tap fare media, without assistance, at a Fare Gate; and (ii) has completed TransLink’s registration process for the Universal Fare Gate Access Program and been issued a RFID Card.
RFID Card Terms and Conditions of Use	The RFID Card Terms and Conditions of Use as amended from time to time by TransLink in its absolute discretion, a copy of which is posted on TransLink’s website at www.translink.ca .
Senior	A person who is 65 years of age or older and holds: <ul style="list-style-type: none"> (i) (ii) a valid driver’s license, passport, birth certificate indicating date of birth; (iii) a Health and Welfare Canada Old Age Security Identification Card; or (iv) equivalent picture identification issued by any national, provincial or state government agency showing age or date of birth.
SkyTrain	Rail rapid transit service on the Expo Line, Millennium Line, including the Evergreen Extension, and Canada Line.
Statutory Holidays	New Year’s Day, Family Day, Good Friday, Victoria Day, Canada Day, BC Day, Labour Day, Thanksgiving Day, Remembrance Day, Christmas Day and Boxing Day.
Stored Value	The electronic equivalent of cash stored on a Compass Card, excluding the deposit payable at the time a Compass Card is acquired in accordance with the Compass Card Terms and Conditions of Use.
Tap In	The presentation and acceptance of Compass Fare Media, loaded or issued with a fare as set out in Appendix “2”, or the presentation and acceptance of Contactless Payment, at a Card Reader as a valid form of fare payment to commence a single transit trip and for entry into a Fare Paid Zone.

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Tap Out	The presentation and acceptance of Compass Fare Media, loaded or issued with a fare as set out in Appendix “2”, or the presentation and acceptance of Contactless Payment, at a Card Reader as a valid form of fare payment to complete a single transit trip and to exit a Fare Paid Zone.
TaxiSaver Coupons	Coupons that may be: <ul style="list-style-type: none"> (i) purchased by HandyCard Holders from TransLink at 50% of the face value of the coupons; and (ii) used by HandyCard Holders described in paragraph (i) to pay their metered taxi fare, up to the face value of the coupons, when travelling on taxis operated by participating taxi companies in the Transportation Service Region.
Transfer Time	The time from: <ul style="list-style-type: none"> (i) validation of a FareSaver; (ii) issuance of a Bus Transfer; or (iii) Tap In of Compass Fare Media or of Contactless Payment, 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.
Transit Employee	Employee of TransLink or its subsidiaries, or an Operating Company, or an employee of an agent or contractor of TransLink or its subsidiary.
Transit Police	South Coast British Columbia Transportation Authority Police Service.
TransLink	South Coast British Columbia Transportation Authority.
Transportation Service Region	All municipalities and rural areas located within the Greater Vancouver Regional District.
U-Pass BC Student	Person who: <ul style="list-style-type: none"> (i) is attending a post-secondary educational institution that has entered into a written agreement with TransLink to participate in the U-Pass BC program; (ii) has been issued a valid student card from such post-secondary educational institution, and displays such valid student card, together with valid government issued photo identification if there is no photograph on the student card; and (iii) has obtained a Compass Card and loaded such Compass Card with the benefits available to the holder of a U-Pass BC.
Verifiable Compass Fare Media	Compass Fare Media loaded or issued with the required fare for the applicable Hours and Zones, as set out in Appendix “2” and Tapped In.
Verifiable Contactless Payment	Contactless Payment which has been Tapped In.
WCE	West Coast Express Limited, a subsidiary of TransLink.

TRANSLINK – TRANSIT TARIFF	Date: July 1, 2022
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WCE Service Commuter rail transit service provided by WCE between Vancouver and Mission.

Youth Person who:

- (i) is between the ages of 13 and 18 years (inclusive); and
- (ii) holds:
 - (A) a valid school identification card issued by any secondary school which displays such person’s photograph, name and school and validated, in the space provided, by an official of the school; or
 - (B) a valid picture identification issued by any national, provincial or state government agency showing age or date of birth.

Zones Designated fare zones for Conventional Transit, WCE Service and HandyDART service as shown in Appendix “1” of this Tariff.

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

TRANSLINK – TRANSIT TARIFF	Date: July 1, 2022
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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-GUARANTEES

- (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;

TRANSLINK – TRANSIT TARIFF	Date: July 1, 2022
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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 Compass 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 Attendants and Children, 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 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:

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- (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 Compass Customer Service Centre.

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

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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
 - (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

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- (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 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

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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 Compass 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 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.

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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 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

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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.
- (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.

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(k) **General -**

- (i) Details respecting refunds for Compass Fare Media, the process for obtaining a refund, and the manner in which refunds will be paid, are set out in the Compass Card Terms and Conditions of Use and the Compass Ticket Terms and Conditions of Use, which are posted on TransLink’s website at www.translink.ca.
- (ii) No requests for refunds or replacements for lost or damaged Compass Fare Media and/or any fare loaded or issued thereon, FareSavers, Bus Transfers or RFID Cards, or fares purchased by Contactless Payment, other than those, if any, described in this Section 15 and in the Compass Card Terms and Conditions of Use, the Compass Ticket Terms and Conditions of Use and the RFID Card Terms and Conditions of Use, as applicable, will be considered or granted by TransLink, and TransLink reserves the right to require proof of purchase in connection with any refund or replacement.
- (iii) TransLink reserves the right to restrict the number of refunds for Stored Value or Period Passes granted to an individual in a calendar year.
- (iv) Notwithstanding the above, TransLink will consider, and in its absolute discretion may grant, requests for partial or complete refunds and/or adjustments or replacements for otherwise valid Compass Tickets, Period Passes or Stored Value that cannot be used due to:
 - (A) transit service being completely shut down for at least for 3 consecutive Business Days (Monday to Friday) in any one month, in which event:
 - a. Stored Value may be granted equivalent to two Stored Value trips of the same Zone purchased, per day or a replacement Compass Ticket if applicable; or
 - (B) illness, as substantiated in writing by a medical practitioner, in which event a prorated refund may be paid in connection with:
 - a. a Period Pass, based on the number of days remaining in the month; or
 - b. Stored Value, based on the remaining balance; or
 - (C) death, upon request from the estate of a deceased person substantiated by a death certificate, in which event a prorated refund may be paid for a monthly pass on a Compass Card, based on the number of days remaining in the month, a full 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

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- (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.
- (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.

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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

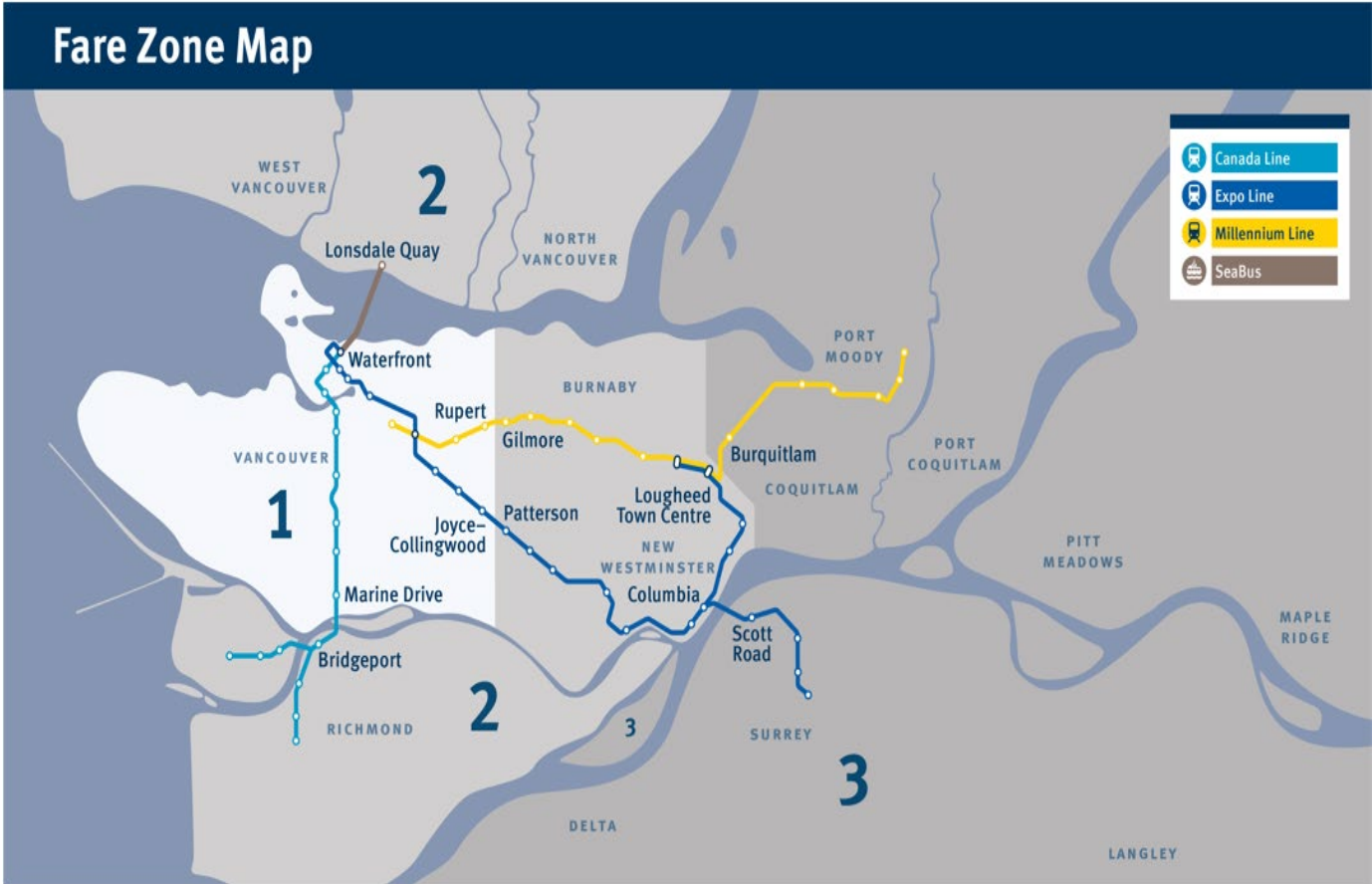
Zone 2

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



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West Coast Express

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

West Coast Express – Fare Zone Map



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

Table “1” – Cash Fares and Proof of Payment

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	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 Transit (3 Zones)								
Canadian National Institute for the Blind (CNIB) Pass on Compass Card*	Person with vision impairment who holds a CNIB Pass and displays valid identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, not valid for HandyDART			No Add-Fare required
DayPass (Adult) on Compass Card* or Compass Ticket* (on specified date)	Purchaser who holds a valid DayPass (Adult)	All Zones – fare of \$11.00		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	\$3.10 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 \$8.65		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	\$2.05 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	\$6.05	\$3.10	No	Valid for unlimited travel on Conventional Transit through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	\$3.10 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, \$25.00) 2 Zone FareSaver – 1 red ticket (book of 10, \$36.50) 3 Zone FareSaver – 1 green ticket (book of 10, \$47.00) (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	
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, \$20.50)	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	
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	

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**
GradPass on Compass Ticket* (on specified date between May 1 st and June 30 th)	Grade 12 student who is graduating in that year from a secondary school in the Transportation Service Region, who displays a valid GradPass and valid school or government issued photo identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones for the specified date, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid Monthly Pass (Adult)	Bus Service: All Zones - \$102.55 per month	Bus Service: All Zones - \$102.55 per month	Yes	Valid for unlimited travel on Conventional Bus through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through 1 Zone	\$3.10 credit toward WCE applicable fare	No Add-Fare required
		Conventional SkyTrain and SeaBus: 1 Zone - \$102.55 2 Zones - \$137.10 3 Zones - \$185.20 per month	Conventional SkyTrain and SeaBus: All Zones - \$102.55 per month			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 - \$58.60 per month		Yes	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$2.05 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 \$7.15 per pass (if > 500 passes purchased per day); \$6.15 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		\$3.10 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**
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 \$3.10	Bus Service: Cash or Contactless Payment: All Zones \$3.10	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: \$3.10 credit toward WCE applicable fare	Bus Service: No Add-Fare required
		Bus Service: Stored Value ¹ : All Zones \$2.50	Bus Service: Stored Value ¹ : All Zones \$2.50				Stored Value: \$2.50 credit toward WCE applicable fare	
		Conventional SkyTrain and SeaBus: Cash or Contactless Payment: 1 Zone \$3.10 2 Zones \$4.45 3 Zones \$6.05	Conventional SkyTrain and SeaBus: Cash or Contactless Payment: All Zones \$3.10			Valid for unlimited travel during the Hours and through the number of Zones paid for	Conventional SkyTrain and SeaBus: Cash and Contactless Payment: Add-Fare required**	
		Conventional SkyTrain and SeaBus: Stored Value ¹ : 1 Zone \$2.50 2 Zones \$3.65 3 Zones \$4.70	Conventional SkyTrain and SeaBus: Stored Value ¹ : All Zones \$2.50				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 \$2.05	Bus Service: Cash: All Zones \$2.05	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: \$2.05 credit toward WCE applicable fare	Bus Service: No Add-Fare required	
		Bus Service: Stored Value: All Zones \$2.05	Bus Service: Stored Value: All Zones \$2.05				Stored Value: \$2.05 credit toward WCE applicable fare		
		Conventional SkyTrain and SeaBus: Cash: 1 Zone \$2.05 2 Zones \$3.05 3 Zones \$4.15	Conventional SkyTrain and SeaBus: Cash: All Zones \$2.05				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 \$2.05 2 Zones \$3.05 3 Zones \$4.15	Conventional SkyTrain and SeaBus: Stored Value: All Zones \$2.05						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 \$3.10 (cash only)	All Zones \$3.10 (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 \$2.05 (cash only)	All Zones \$2.05 (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 \$3.10 credit toward WCE applicable fare	No Add-Fare required
War Amputee Pass on Compass Card* (calendar year)	Veterans of WW1 & WW2 who are members of the War Amputees Association and who holds a valid War Amputee Pass with valid identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
West Coast Express (WCE) Service (5 Zones)								

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	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**
WCE Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid WCE Monthly Pass (Adult)	1 or 2 Zones - \$166.15 ¹ , 3 Zones - \$217.70 ¹ , 4 Zones - \$262.65 ¹ , 5 Zones - \$358.70 ¹	Yes	Valid for unlimited travel on Conventional Bus through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for		No Add-Fare required	
WCE Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Monthly Pass (Concession)	1 or 2 Zones - \$101.55 ¹ , 3 Zones - \$134.45 ¹ , 4 Zones - \$165.60 ¹ , 5 Zones - \$231.55 ¹	Yes	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		Valid for unlimited travel through the number of Zones paid for	No Add-Fare required	
WCE Monthly U-Pass on Compass Card* (calendar month)	Student of an eligible educational institution who holds a valid student card (together with valid government issue photo identification if no photograph on student card), a valid U-Pass BC and a valid WCE Monthly U-Pass	All Zones - \$104.65 per month ¹ .	No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART		No Add-Fare required		
WCE One-Way Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Purchaser who holds a valid WCE One-Way Fare (Adult)	Cash or Contactless Payment: 1 or 2 Zones - \$6.05 3 Zones - \$7.85 4 Zones - \$9.65 5 Zones - \$13.10 Stored Value! 1 or 2 Zones: \$5.10 3 Zones: \$6.65 4 Zones: \$8.15 5 Zones: \$11.00	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 - \$3.65 3 Zones - \$4.65 4 Zones - \$6.00 5 Zones - \$8.10	No	Valid for unlimited travel on Conventional Transit through all Zones during the hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel in one direction through the number of Zones paid for	Add-Fare required**		
		Stored Value ¹ : 1 or 2 Zones: \$3.05 3 Zones: \$3.95 4 Zones: \$5.00 5 Zones: \$6.75						
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 - \$11.50 3 Zones - \$15.20 4 Zones - \$18.55 5 Zones - \$24.85	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: \$11.25 3 Zones: \$ 14.35 4 Zones: \$17.80 5 Zones: \$23.80						
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 - \$7.30 3 Zones - \$9.40 4 Zones - \$11.75 5 Zones - \$15.95	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: \$7.05 3 Zones: \$8.90 4 Zones: \$11.25 5 Zones: \$15.20						

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

* Indicates Proof of Payment.

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

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

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	On Conventional SkyTrain and SeaBus or WCE Child must be accompanied by a passenger possessing Proof of Payment	Exempt from fare payment (i) if travelling on Conventional Bus, or (ii) if travelling on Conventional SkyTrain and SeaBus or WCE if accompanied by a passenger possessing Proof of Payment who is travelling with fewer than 5 Children		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 2023 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 2023 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 2 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, 2023.

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

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

Lorraine Cunningham, Chair

Jennifer Breeze, General Counsel and Corporate Secretary

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Conventional Transit (3 Zones)								
Canadian National Institute for the Blind (CNIB) Pass on Compass Card*	Person with vision impairment who holds a CNIB Pass and displays valid identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, not valid for HandyDART			No Add-Fare required
DayPass (Adult) on Compass Card* or Compass Ticket* (on specified date)	Purchaser who holds a valid DayPass (Adult)	All Zones – fare of \$11.25		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	\$3.15 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 \$8.85		No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	\$2.10 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	\$6.20	\$3.15	No	Valid for unlimited travel on Conventional Transit through all Zones during the Hours paid for, valid for Eligible HandyDART Users on HandyDART	\$3.15 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, \$25.50) 2 Zone FareSaver – 1 red ticket (book of 10, \$37.50) 3 Zone FareSaver – 1 green ticket (book of 10, \$48.00) (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	
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, \$21.00)	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	
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	

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**
GradPass on Compass Ticket* (on specified date between May 1 st and June 30 th)	Grade 12 student who is graduating in that year from a secondary school in the Transportation Service Region, who displays a valid GradPass and valid school or government issued photo identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones for the specified date, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid Monthly Pass (Adult)	Bus Service: All Zones - \$104.90 per month	Bus Service: All Zones - \$104.90 per month	Yes	Valid for unlimited travel on Conventional Bus through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through 1 Zone	\$3.15 credit toward WCE applicable fare	No Add-Fare required
		Conventional SkyTrain and SeaBus: 1 Zone - \$104.90 2 Zones - \$140.25 3 Zones - \$189.45 per month	Conventional SkyTrain and SeaBus: All Zones - \$104.90 per month			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 - \$59.95 per month		Yes	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART		\$2.10 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 \$7.30 per pass (if > 500 passes purchased per day); \$6.30 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		\$3.15 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**
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 \$3.15	Bus Service: Cash or Contactless Payment: All Zones \$3.15	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 or Contactless Payment: \$3.15 credit toward WCE applicable fare	Bus Service: No Add-Fare required
		Bus Service: Stored Value ¹ : All Zones \$2.55	Bus Service: Stored Value ¹ : All Zones \$2.55				Stored Value: \$2.55 credit toward WCE applicable fare	
		Conventional SkyTrain and SeaBus: Cash or Contactless Payment: 1 Zone \$3.15 2 Zones \$4.55 3 Zones \$6.20	Conventional SkyTrain and SeaBus: Cash or Contactless Payment: All Zones \$3.15			Valid for unlimited travel during the Hours and through the number of Zones paid for	Conventional SkyTrain and SeaBus: Cash and Contactless Payment: Add-Fare required**	
		Conventional SkyTrain and SeaBus: Stored Value ¹ : 1 Zone \$2.55 2 Zones \$3.75 3 Zones \$4.80	Conventional SkyTrain and SeaBus: Stored Value ¹ : All Zones \$2.55				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 \$2.10	Bus Service: Cash: All Zones \$2.10	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: \$2.10 credit toward WCE applicable fare	Bus Service: No Add-Fare required	
		Bus Service: Stored Value: All Zones \$2.10	Bus Service: Stored Value: All Zones \$2.10				Stored Value: \$2.10 credit toward WCE applicable fare		
		Conventional SkyTrain and SeaBus: Cash: 1 Zone \$2.10 2 Zones \$3.10 3 Zones \$4.25	Conventional SkyTrain and SeaBus: Cash: All Zones \$2.10				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 \$2.10 2 Zones \$3.10 3 Zones \$4.25	Conventional SkyTrain and SeaBus: Stored Value: All Zones \$2.10						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 \$3.15 (cash only)	All Zones \$3.15 (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	

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 \$2.10 (cash only)	All Zones \$2.10 (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 \$3.15 credit toward WCE applicable fare	No Add-Fare required
War Amputee Pass on Compass Card* (calendar year)	Veterans of WW1 & WW2 who are members of the War Amputees Association and who holds a valid War Amputee Pass with valid identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required

West Coast Express (WCE) Service (5 Zones)

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Transferability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
WCE Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid WCE Monthly Pass (Adult)	1 or 2 Zones - \$169.95 ¹ , 3 Zones - \$222.70 ¹ , 4 Zones - \$268.70 ¹ , 5 Zones - \$366.95 ¹	Yes	Valid for unlimited travel on Conventional Bus through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for		No Add-Fare required	
WCE Monthly Pass (Concession) on Compass Card* (calendar month)	Child, Youth, Senior or HandyCard Holder with valid identification who holds a valid WCE Monthly Pass (Concession)	1 or 2 Zones - \$103.90 ¹ , 3 Zones - \$137.55 ¹ , 4 Zones - \$169.40 ¹ , 5 Zones - \$236.90 ¹	Yes	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for		No Add-Fare required	
WCE Monthly U-Pass on Compass Card* (calendar month)	Student of an eligible educational institution who holds a valid student card (together with valid government issue photo identification if no photograph on student card), a valid U-Pass BC and a valid WCE Monthly U-Pass	All Zones - \$107.05 per month ¹ .	No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required	
WCE One-Way Fare (Adult) on Compass Card*, Compass Ticket* or Contactless Payment* (120 min. Transfer Time and In-System Time***, except travel to Bowen Island 180 min. Transfer Time)	Purchaser who holds a valid WCE One-Way Fare (Adult)	Cash or Contactless Payment: 1 or 2 Zones - \$6.20 3 Zones - \$8.05 4 Zones - \$9.85 5 Zones - \$13.40 Stored Value! 1 or 2 Zones: \$5.20 3 Zones: \$6.80 4 Zones: \$8.35 5 Zones: \$11.25	No	Valid for unlimited travel on Conventional Transit through all Zones during the hours paid for, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel in one direction through the number of Zones paid for		Add-Fare required**	

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 - \$3.75 3 Zones - \$4.75 4 Zones - \$6.15 5 Zones - \$8.30	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**		
		Stored Value ¹ : 1 or 2 Zones: \$3.10 3 Zones: \$4.15 4 Zones: \$5.10 5 Zones: \$6.90						
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 - \$11.75 3 Zones - \$15.55 4 Zones - \$19.00 5 Zones - \$25.40	No	Valid for unlimited travel on Conventional Transit through all Zones, valid for Eligible HandyDART Users on HandyDART	Valid for unlimited travel through the number of Zones paid for	No Add-Fare required		
		Stored Value: 1 or 2 Zones: \$11.50 3 Zones: \$ 14.70 4 Zones: \$18.20 5 Zones: \$24.35						
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 - \$7.45 3 Zones - \$9.60 4 Zones - \$12.00 5 Zones - \$16.30	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: \$7.20 3 Zones: \$9.10 4 Zones: \$11.50 5 Zones: \$15.55						

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

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	On Conventional SkyTrain and SeaBus or WCE Child must be accompanied by a passenger possessing Proof of Payment	Exempt from fare payment (i) if travelling on Conventional Bus, or (ii) if travelling on Conventional SkyTrain and SeaBus or WCE if accompanied by a passenger possessing Proof of Payment who is travelling with fewer than 5 Children		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 2024 TARIFF BYLAW

A bylaw to amend the South Coast British Columbia Transportation Authority
Proposed 2023 Tariff Bylaw

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 2024 Tariff Bylaw”
2. The South Coast British Columbia Transportation Authority Proposed 2023 Tariff Bylaw is amended as follows:
 - (a) Appendix “2” – Fare Media: Fares and Proof of Payment attached to this Bylaw as Schedule 2 replaces the Appendix “2” attached to the South Coast British Columbia Transportation Authority Proposed 2023 Tariff Bylaw.
3. This Bylaw comes into force and takes effect on July 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 and Corporate Secretary

Proof of Payment	Eligible Person	Fare or Cost – Regular Hours	Fare or Cost – Off-Peak Hours	Trans-fer-ability	Validity/Conditions			
					Bus Service (Conventional Bus and HandyDART)	Conventional SkyTrain and SeaBus (3 Zones)	West Coast Express (5 Zones)	Canada Line YVR Add-Fare – Travel Between Bridgeport and Templeton Stations**
Conventional Transit (3 Zones)								
Canadian National Institute for the Blind (CNIB) Pass on Compass Card*	Person with vision impairment who holds a CNIB Pass and displays valid identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones, not valid for HandyDART			No Add-Fare required
DayPass (Adult) on Compass Card* or Compass Ticket* (on specified date)	Purchaser who holds a valid DayPass (Adult)	All Zones – fare of \$11.50		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	
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	
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	

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**
GradPass on Compass Ticket* (on specified date between May 1 st and June 30 th)	Grade 12 student who is graduating in that year from a secondary school in the Transportation Service Region, who displays a valid GradPass and valid school or government issued photo identification	N/A		No	Valid for unlimited travel on Conventional Transit and WCE through all Zones for the specified date, valid for Eligible HandyDART Users on HandyDART			No Add-Fare required
Monthly Pass (Adult) on Compass Card* (calendar month)	Purchaser who holds a valid Monthly Pass (Adult)	Bus Service: All Zones - \$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 Eligible HandyDART Users on HandyDART	Valid for unlimited travel through 1 Zone	\$3.20 credit toward WCE applicable fare	No Add-Fare required
		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 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

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**
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 ¹ : All Zones \$2.60	Bus Service: Stored Value ¹ : 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 ¹ : 1 Zone \$2.60 2 Zones \$3.85 3 Zones \$4.90	Conventional SkyTrain and SeaBus: Stored Value ¹ : 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

West Coast Express (WCE) Service (5 Zones)

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

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

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	On Conventional SkyTrain and SeaBus or WCE Child must be accompanied by a passenger possessing Proof of Payment	Exempt from fare payment (i) if travelling on Conventional Bus, or (ii) if travelling on Conventional SkyTrain and SeaBus or WCE if accompanied by a passenger possessing Proof of Payment who is travelling with fewer than 5 Children		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