



2023 Green Bond Impact Report

April 2024
translink.ca



A person wearing a black traditional Indigenous garment with blue patterns on the sleeves. They are holding a cedar branch. The background is a blue wall.

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

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



A Message from our CFO

As Metro Vancouver’s integrated, multimodal transportation authority and public transit operator, TransLink has an important role to play. It’s our job to keep a rapidly growing region on the move, playing a pivotal role in supporting provincial and national economies.

We’re also delivering climate action by providing low- and zero-emissions transportation options. Taking transit is one of the biggest steps that most people can take to shrink their carbon footprint. With 90 per cent of our ridership recovered compared to pre-pandemic, we’re leading our peers in Canada and the United States and demonstrating that sustainable transportation is part of our regional DNA.

That’s why we’re working to advance Access for Everyone – our plan for the next ten years that will deliver the largest expansion of transit in our region’s history.

At the same time, we’re rapidly decarbonizing our fleet – en route to our target to reduce GHGs by 45 per cent by 2030 (from 2010 levels) and net zero GHGs by 2050.

Our \$400 million (2018), \$200 million (2019), and \$300 million (2022) Green Bond issuances have been used solely to finance clean transportation and energy efficiency projects that support this. I am pleased to report that all funds from these three issuances have been dispersed.

TransLink continues to plan and prepare for the future, ensuring that its public transportation system is resilient and expands to meet the needs of the growing region. We’re proud to be a leader in this area and thank our investors for supporting us in meeting our sustainability, climate, and service goals, now and into the future.

I encourage you to learn more about TransLink through our [Green Bond Program](#), [Accountability Report](#), and [Climate Action Strategy and Plan](#).

A handwritten signature in black ink that reads "Christine Dacre".

Christine Dacre
Chief Financial Officer, TransLink

About Translink

TransLink is the integrated, multi-modal transportation authority for Metro Vancouver. We plan, finance, manage, and operate the transportation network to help meet our communities' unique needs – now and in the future. Led by CEO, Kevin Quinn, our transit system spans 21 municipalities with a total population of 2.6 million people, and our service area covers more than 1,800 square kilometres.



2000+ fleet vehicles

239 facilities

421 support vehicles

338 SkyTrain cars

50 West Coast Express cars and locomotives

4 SeaBus vessels

1,800 km²

service area across 23 jurisdictions in Metro Vancouver

392 M

boardings in 2023

Key investment attributes include:

- more than \$5.5 billion in assets
- strong fiscal management and investment-grade ratings (Aa2/AA)
- diversified and dedicated revenue sources
- government-legislated entity
- only issuing transportation authority in Canada

Sustainability Commitment

Our vision is create a better place to live, built on transportation excellence. Guided by our regional transportation strategy, we work to connect the region and enhance its livability by providing a sustainable transportation system.

Our [Sustainability Policy](#), which will be updated in 2024, articulates TransLink's commitment to integrating sustainability into all our strategies, plans, business practices, decisions, and operations.

In addition, our Climate Action Strategy and Plan have two significant climate targets:



Achieve net-zero greenhouse gas emissions by 2050, with an interim reduction of 45% from 2010 levels by 2030; and



Ensure our infrastructure and operations are resilient to the impacts of climate change.

We have set ambitious goals, and we are well on our way to reduce emissions, utilize renewable energy, and design and operate resilient buildings.



American Public Transportation Association (APTA) Sustainability Commitment Recognition:

- 2012** TransLink becomes the first transportation agency in North America to achieve **Gold level**.
- 2016** TransLink is awarded **Platinum level**, the first transportation agency in Canada and one of six in North America to receive this award.



For six consecutive years, TransLink is named one of Canada's Greenest Employers.



Green Bond Program

In 2018, TransLink developed a Green Bond Program to help finance projects that provide environmental benefits to customers and the communities we serve in the region.

TransLink's Green Bond Framework aligns with the International Capital Market Association (ICMA) Green Bond Principles and has received a second party opinion from Sustainalytics.

Use of Proceeds

The use and management of the proceeds of Green Bonds can be found in the Investor Relations section of our website under TransLink's Green Bond Framework.

Project Evaluation and Selection

The selection of Eligible Projects is the responsibility of the Corporate Finance Department where the Enterprise Sustainability, Treasury and Capital Asset Management functions reside. The decision as to the selection of Eligible Projects is documented.

TransLink will select the Eligible Projects that meet the criteria for use of proceeds described in the Green Bond Framework. Projects must also comply with all applicable laws and regulations, and TransLink's policies and guidelines.

Impact Reporting

TransLink is committed to promoting integrity in the market through transparency, disclosure, and reporting. TransLink uses the best available methodologies to select, and annually report on project and program indicators demonstrating a positive environmental impact.

Program, Projects, and Indicators

2018, 2019, and 2022 Green Bonds

The net proceeds from these issuances were used to finance or refinance, in whole or in part, existing and ongoing capital projects that provide environmental benefits to TransLink, the region and helped make progress towards our sustainability and climate goals.

The capital raised were directed to projects in the Green Bond Project Categories of Clean Transportation, Renewable Energy, and Energy Efficiency and Conservation.

All projects also support the United Nations Sustainable Development Goals (UN SDGs).



CLEAN TRANSPORTATION



ENERGY EFFICIENCY AND CONSERVATION



RENEWABLE ENERGY

Public Transit Programs & Projects	Key Performance Indicators	TRANSLINK GREEN BOND PROJECT CATEGORY			UNITED NATIONS SDGS
<p>SkyTrain Station Upgrades¹</p> <p>-----</p> <p>SkyTrain Operations and Maintenance Program¹</p> <p>-----</p> <p>Refurbishment and Purchases of New Rapid Transit Vehicles (Train Cars)¹</p> <p>-----</p> <p>Electric Bus Program¹</p> <p>-----</p> <p>Rapid Transit Projects – SkyTrain Extension</p> <p>-----</p> <p>Cycling and Pedestrian Walking Infrastructure</p>	<ul style="list-style-type: none"> Ridership (# boardings) GHG emissions (tCO₂e) Reduced/avoided emissions (tCO₂e) Renewable energy consumed (kWh/yr; GJ/yr) 	✓	✓	✓	
Building Energy Efficiency Improvements	Key Performance Indicators	TRANSLINK GREEN BOND PROJECT CATEGORY			UNITED NATIONS SDGS
<p>SkyTrain Station Upgrades¹</p> <p>-----</p> <p>Transit Centre Energy Upgrades</p>	<ul style="list-style-type: none"> Renewable energy consumed (kWh/yr; GJ/yr) GHG emissions (tCO₂e) 	✓	✓		

¹ These projects were funded in the 2022 Green Bond issuance.

Green Bond Summaries

2018

Issuance²	On November 15, 2018, TransLink (Aa2/AA) successfully priced its inaugural Green Bond of \$400 million , making it the first transit authority in Canada to issue a Green Bond (ISIN:CA83740TAG28).
Term	The \$400 million 10-year bullet maturity bond was priced with a coupon interest rate of 3.25 per cent, payable semi-annually until maturity on November 23, 2028.
Investor	The transaction was oversubscribed with 41 investors, including 9 new investors . Seventy-three (73) per cent of allocation was to “Green” Investors (i.e., having specific Green funds or a Green mandate).
Demand	Demand was primarily concentrated in Canada, with 92 per cent placed domestically .
Net Proceeds	The net proceeds after issuance costs amounted to \$397,824,000 .
Release	From December 2018 to June 2019, 100% of the proceeds of this bond issuance have been released from the restricted account, representing funds invested in eligible projects.

2019

	On October 22, 2019, TransLink (Aa2/AA) successfully priced and issued a \$200 million Green Bond (ISIN:CA83740TAH01).
	The 31-year bullet maturity bond was priced with a coupon interest rate of 2.65 per cent, payable semi-annually until maturity on October 29, 2050.
	The transaction was oversubscribed with 34 investors . Seventy-five (75) per cent of allocation was to “Green” Investors (i.e., having specific Green funds or a Green mandate).
	Demand was primarily concentrated in Canada, with 86 per cent placed domestically .
	The net proceeds after issuance costs amounted to \$198,580,000 .
	From October 2019 to May 31, 2021, 100% of the proceeds of this bond issuance have been released from the restricted account, representing funds invested in eligible projects.

2022

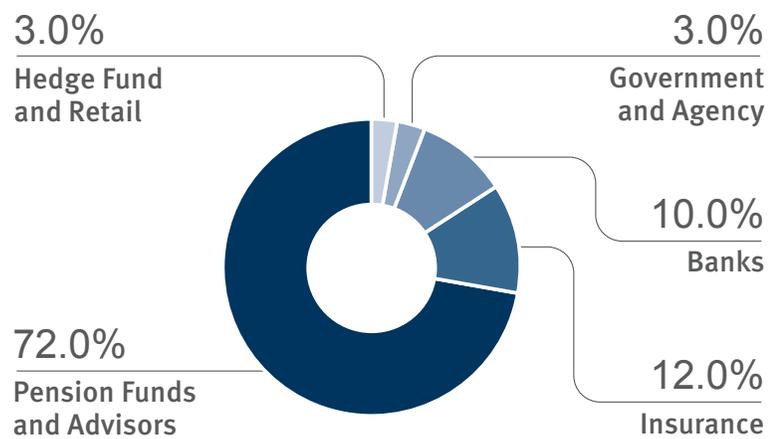
	On December 5, 2022, TransLink (Aa2/AA) successfully issued its third Green Bond of \$300 million (ISIN:CA83740TAK30).
	The \$300 million 31-year bullet maturity bond was priced with a coupon interest rate of 4.15 per cent, payable semi-annually until maturity on December 12, 2053.
	The transaction was oversubscribed with 35 investors . Ninety (90) per cent of allocation was to “Green” investors (i.e., having specific Green funds or a Green mandate).
	Demand was primarily concentrated in Canada, with 93 per cent placed domestically .
	The net proceeds after issuance costs amounted to \$297,669,000 .
	100% of the proceeds of this bond issuance were released from the restricted account upon receipt as capital spending has already been recorded in eligible projects.

² TransLink issued its fourth Green Bond (\$300 million) on December 12, 2023. Impacts from this issuance will be reported in our 2024 Green Bond Impact Report.

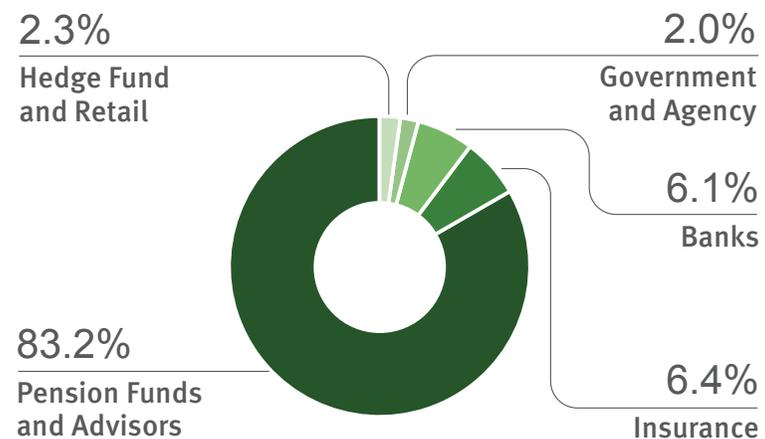


Bond Investor Profiles

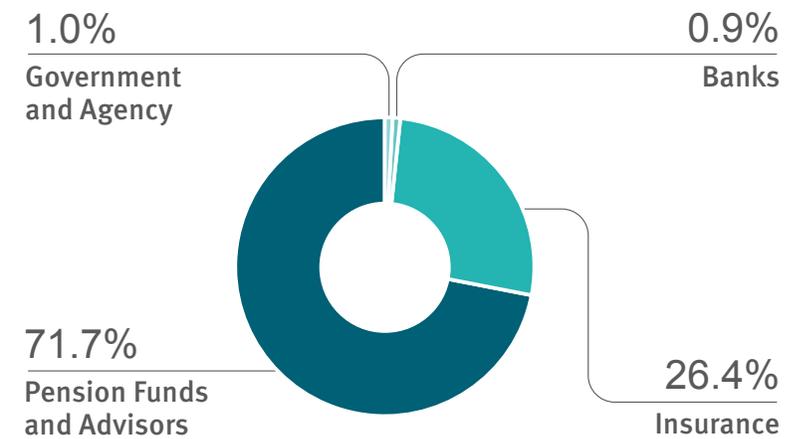
2018

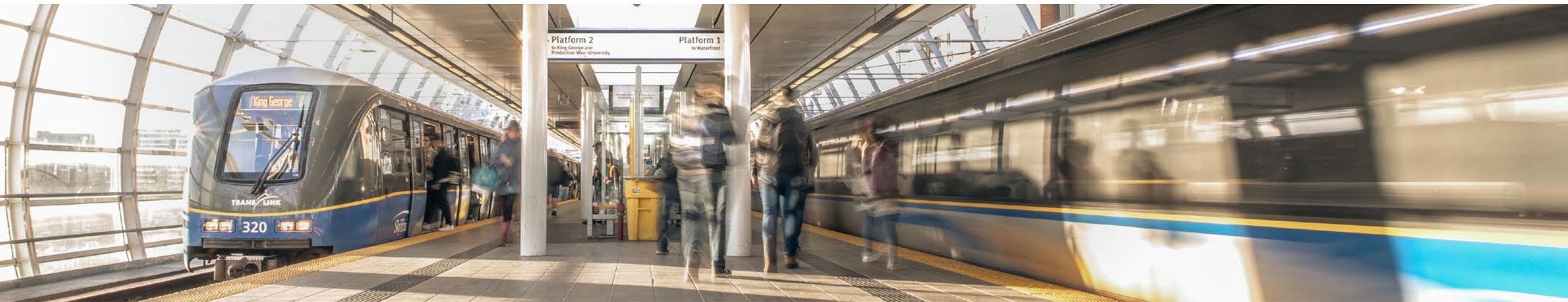


2019



2022





Funding Allocation and Disbursement

Program	2018 GREEN BOND (100% disbursed) (\$000s)	2019 GREEN BOND (100% disbursed) (\$000s)	2022 GREEN BOND (100% disbursed) (\$000s)	TOTAL GREEN BOND FUNDS DISPERSED (\$000s)
SkyTrain Operations and Maintenance Program	44,371	52,962	153,447	250,780
Refurbishment and Purchase of Vehicles	12,092	23,505	118,151	153,748
Battery-Electric Bus/Electric Trolley bus Program	8,200	7,717	13,995	29,912
SkyTrain Station Upgrades	103,147	45,194	12,076	160,417
Rapid Transit Projects — SkyTrain Extensions	225,000	25,469	0	250,469
Transit Centre Energy Upgrades	3,358	14,167	0	17,525
Cycling and Pedestrian Infrastructure	1,656	29,566	0	31,222
Total	397,824	198,580	297,669	894,073

Impact Reporting

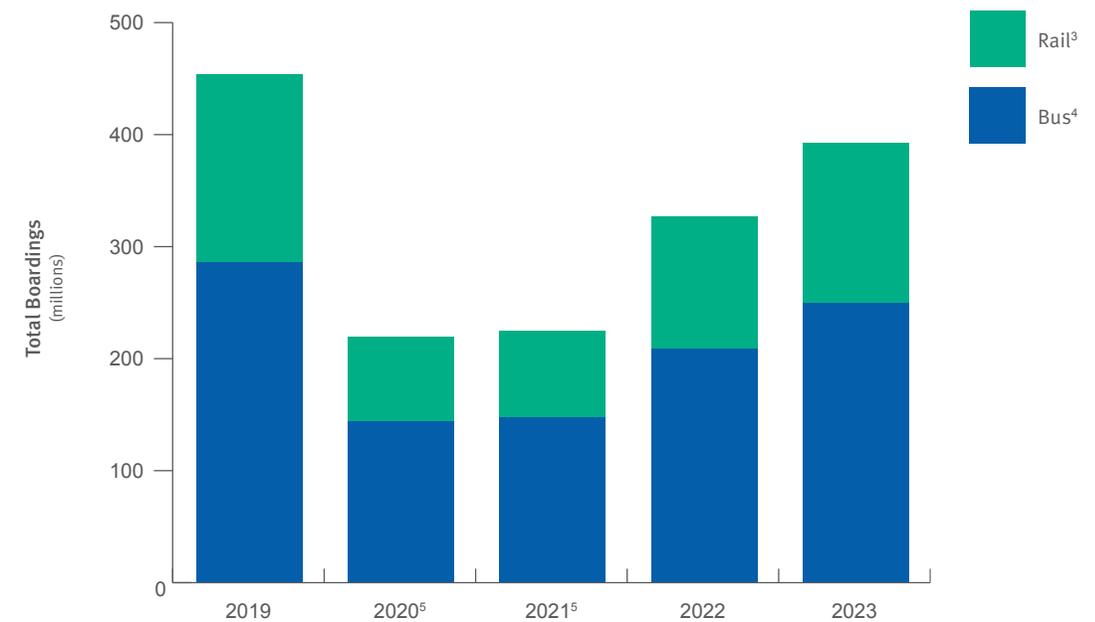
Investing in transit enables us to continue to reduce our impact on the environment, and provide a public transportation system that is a solution to the climate emergency. Taking transit already is one of the most powerful ways to cut greenhouse gas (GHG) emissions. The funded projects support this, keeping TransLink on its path to a net-zero future.

We are pleased to disclose key performance indicators at the organizational level since our first Green Bond issuance in 2018. We will be improving this over time to keep us accountable to our investors. Impact reporting for the programs and projects supported by Green Bonds are provided in the next section.

Please see [TransLink's 2023 Accountability Report](#) for further organizational performance information.

Ridership (annual boardings)

TransLink has the fourth-highest rapid rail ridership and the third highest bus ridership of any agency in North America. In 2023, we reached 90 per cent ridership recovery compared to pre-pandemic.



³ Includes SkyTrain, Canada Line, and West Coast Express.

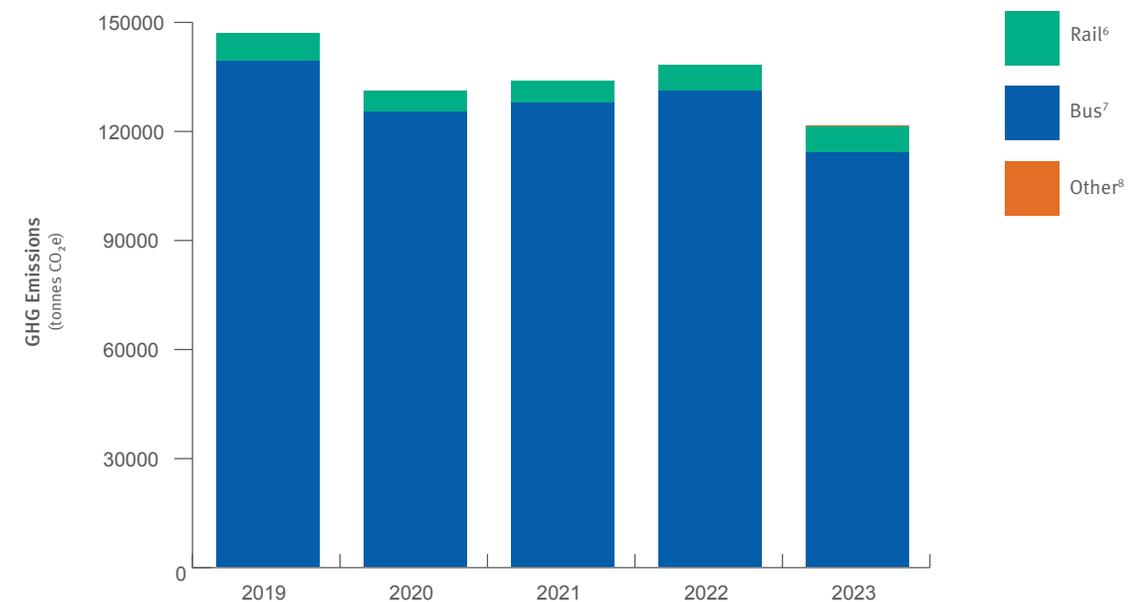
⁴ Includes all bus and paratransit.

⁵ Decreased ridership due to impacts of COVID-19 was followed by strong recovery in 2022.



Greenhouse Gas Emissions (tonnes CO₂e)

In 2023, we reduced our overall GHG emissions by 12 per cent, largely due to the use of renewable natural gas. We're also undertaking a variety of initiatives, including transitioning our bus fleet to battery-electric buses and installing charging infrastructure, and ongoing upgrades to programs and systems to improve efficient use of hydro-electricity.



⁶ Includes SkyTrain, Canada Line, and West Coast Express fleet and stations.

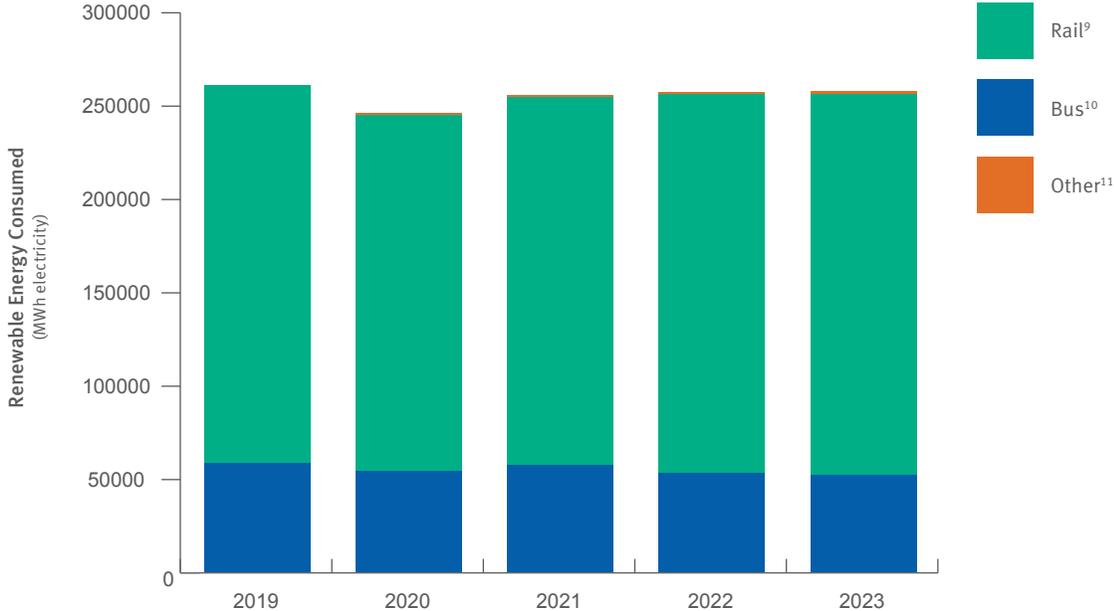
⁷ Includes all bus, paratransit, and SeaBus fleet and facilities.

⁸ Includes TransLink Head Office and Transit Police facilities; emission is very small compared to rail and bus. Transit Police non-revenue fleet included in 2023.



Renewable Energy Consumed (MWh electricity)

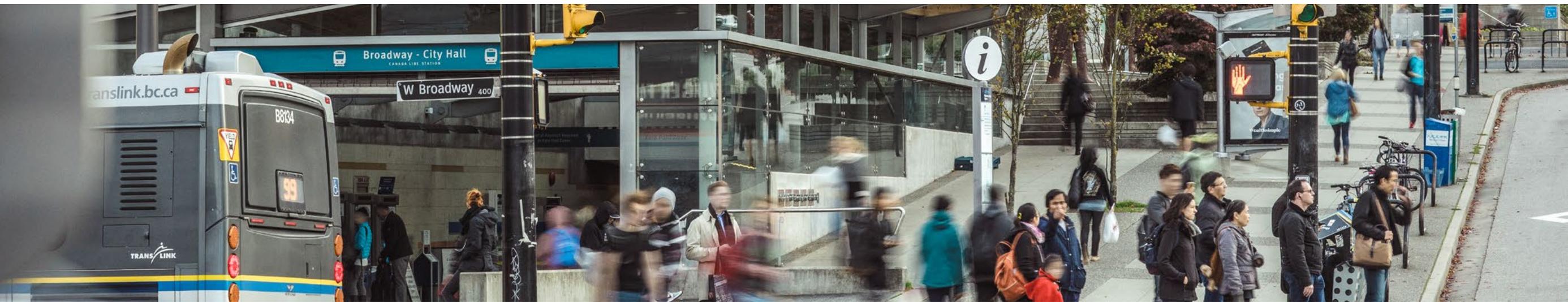
Consumption of renewable energy, specifically hydro-electricity, remains stable over the past five years. Transitioning to battery-electric buses will increase our consumption, while our energy-efficient projects will reduce consumption.



⁹ Includes all SkyTrain, Canada Line (as of 2022), and West Coast Express fleet and stations.

¹⁰ Includes all bus, paratransit, and SeaBus fleet and facilities.

¹¹ Includes TransLink Head Office and Transit Police facilities; consumption is very small compared to rail and bus.



Benefits Reporting

Program

SkyTrain Operations and Maintenance Program

Project Description

- Automatic train control system upgrades
- Power system upgrades
- Traction and propulsion power upgrades
- Running rail and rail pad replacement
- OMC4 vehicle maintenance and storage facilities, and land acquisition

Benefits

- Ensure a reliable, clean transit network
- Use of BC Hydro’s renewable electricity grid gives customers a near-zero emissions transportation option
- Improve power redundancy and operational resilience
- State of good repair through replacement of approximately 5,000 meters of running rail and 7,800 rail pads every year
- Additional train storage and maintenance facility to support the expanded fleet and geographic expansion of the network

Benefits Reporting

Program

Project Description

Benefits

Refurbishment and Purchase of Vehicles

- Procurement of 205 new SkyTrain train car (Phase II)
- Refurbishment of 37 SkyTrain train cars
- Procurement of 80 new SkyTrain train car (Phase I)

- 32% increase capacity on Expo Line with project completion
- 96% increase capacity on Millennium Line with project completion
- 17,500 and 7,500 additional spaces per peak hour per direction on the Expo and Millenium Line respectively with project completion
- Increase energy efficiency of the linear induction motor (LIM) propulsion system from the use of lightweight aluminum train car material and regenerative braking
- 212,507 tonnes CO₂e will be reduced during the lifespan of the project (2018-2047) due to mode shift to transit and decreased use of buses to meet demand captured by SkyTrain
- Improve customer experience through redesigned new train car layout and larger windows

Battery Electric Buses (BEB)

- Port Coquitlam Transit Centre Infrastructure purchase and installation to support 57 battery-electric buses
- Purchase and test operation of four BEBs along Route 100 and on-route chargers as part of participation in Canadian Urban Transit Research & Innovation Consortium (CUTRIC) Project (completed March 2020 – August 2022)

- Bring zero-emissions buses to the service area of Port Moody, Burnaby, Port Coquitlam, Coquitlam, Maple Ridge, and Pitt Meadows
- Zero operating emissions and reduced noise pollution
- Zero critical air contaminant emissions (i.e., particulate matter, nitrogen oxides, non-methane hydrocarbons)
- 629 tonnes of CO₂e reduced as compared to diesel and 172,164 litres of diesel saved (over Route 100 BEB test period)
- 373,789 km travelled and 459,250 kWh electricity consumed over Route 100 BEB test period

Benefits Reporting

Program	Project Description	Benefits
Electric Trolley Buses	<ul style="list-style-type: none"> Trolley equipment upgrades and replacement, overhead-pole installation, power rectifier upgrades, roof replacements, wire replacement and fleet maintenance 	<ul style="list-style-type: none"> 10.1 million km travelled, and 29,099 MWh electricity consumed, and 40.6 million boardings in 2023 Zero operating emissions and reduce noise pollution Zero critical air contaminant emissions (i.e., particulate matter, nitrogen oxides, non-methane hydrocarbons) Improves energy efficiency Maintains system in a state of good repair
SkyTrain Station Upgrades	<ul style="list-style-type: none"> 37 energy-efficient escalators installed Signage and station fixtures replaced New Capstan SkyTrain Station under construction (expected completion in 2024) Joyce–Collingwood SkyTrain Station (completed June 2019) Commercial–Broadway SkyTrain Station upgrade (completed Feb 2019) Surrey Central SkyTrain Station upgrade (completed Feb 2019) Metrotown SkyTrain Station (completed Mar 2018) New Westminster SkyTrain Station (completed Nov 2016) 	<ul style="list-style-type: none"> Increase overall station accessibility and capacity, supporting growth in ridership and access to clean transportation Support more frequent train service and longer trains Reduce maintenance costs Improve customer experience Reduce energy consumption and associated GHG emissions

Benefits Reporting

Program	Project Description	Benefits
Rapid Transit Projects – SkyTrain Extensions	<ul style="list-style-type: none"> • Millennium Line (ML) Evergreen Extension added 11 km of guideway and six new stations (completed 2016) • Surrey Langley SkyTrain (SLS) will add 16 km of guideway (expected completion 2028) 	<ul style="list-style-type: none"> • Supports healthy, transit-oriented communities, increased access to opportunities and housing, and continued economic development • Annual ridership in 2023 increased 24% from 2022 • Stations support bus, cycling, and pedestrian travel modes • Zero operating emissions and reduced travel times in Vancouver, Burnaby, Port Moody, and Coquitlam • Supports healthy, transit-oriented communities, increased access to opportunities and housing, and continued economic development • Estimate 62,000 daily boardings and 5,000 tonnes CO₂e avoided annually by 2035 due to 10% mode shift equivalent to taking 1,100 cars off the road • Estimate 71,200 daily boardings and 5,800 tonnes CO₂e avoided annually by 2050 due to 10% mode shift equivalent to taking 1,250 cars off the road • Increases transit capacity by moving 6,800 passengers per hour per direction (10x the capacity of bus service today) • Zero operating emissions

Benefits Reporting

Program	Project Description	Benefits
Transit Centre Upgrades	<ul style="list-style-type: none"> • PowerSmart LED lighting upgrades at Richmond, Vancouver, Surrey, Port Coquitlam and West Vancouver Transit Centres • Door replacements at Surrey and Port Coquitlam Transit Centres • Building envelope rehabilitation and construction at SeaBus terminals 	<ul style="list-style-type: none"> • For electricity and GHG savings see TransLink’s past Green Bond Impact Reports • Improves employee work environment
Cycling and Pedestrian Infrastructure	<ul style="list-style-type: none"> • Building envelope rehabilitation and construction at SeaBus terminals • Maintenance of cycling infrastructure on the 26 km long BC Parkway • Preliminary design for upgrades to ten intersections of the BC Parkway with roadways • Creation of six new Bike Parkades/Stations at SkyTrain Stations to increase capacity to 300 bike stations • Installation of electrical infrastructure to support e-bikes • Installation of “smart” self-serve bike lockers (71 in 2021, 17 in 2022) • Design work for bike counters 	<ul style="list-style-type: none"> • Supports active transportation in and between the communities of Surrey, New Westminster, South Burnaby, and Vancouver • Reduces GHG and criteria air contaminant emissions by customers using walking or cycling instead of cars • Improved safety at intersections for pedestrians and cyclists • Maintains walking and cycling infrastructure in a state of good repair

Outlook

We have big plans for 2024 and beyond. There are a range of priority capital projects that will help us achieve our sustainability and climate goals, including continued advancement of:

- Expansion of our compressed natural gas bus fleet, fueled by 100% renewable natural gas
- Roll-out use of renewable diesel at bus transit centres
- Put 15 battery-electric buses into service
- Finalize procurement for 57 battery-electric buses and charging infrastructure for the Port Coquitlam Transit Centre
- Continue site work and detailed design of the all electric Marpole Transit centre to service and maintain over 300 battery electric buses
- Continue site work and begin construction of SkyTrain Operations and Maintenance Centre (OMC 4) in Coquitlam
- Advance the Broadway Subway and Surrey Langley SkyTrain projects
- Develop the business case with the BC Transportation Investment Corporation on new SkyTrain Operations and Maintenance Centre (OMC 5) for the Surrey Langley SkyTrain
- Continue commissioning and procurement of new SkyTrain Mark V trains
- Refurbishment and replacement of SkyTrain cars to improve quality of service and comfort
- Upgrades to SkyTrain Stations and Operations and Maintenance Centre to improve service, energy efficiency and reduce greenhouse gas emission

In addition to these capital projects, our sustainability and climate priorities for 2024 and beyond include:

- Finalizing our Zero Emission Fleet Transition Plan (ZEFTP), which will supersede the Low Carbon Fleet Strategy
- Implementing our Climate Action Plan Year 2 actions
- Implementing our Sustainable Procurement Strategy and update of Procurement Policy to integrate sustainability and Indigenous procurement principles
- Implementing a shadow price on carbon to be applied in planning and investment decision-making
- Developing our strategic energy management program
- Working with suppliers to expand the supply and use of renewable fuels (renewable diesel, renewable natural gas)
- Reviewing and updating our Sustainability Policy, Policy and Framework
- Identifying key elements of a future energy and emissions management system to improve transparency, accountability, and reporting

We value strong and productive relationships with our investors.

Questions? Feedback? Suggestions?
Please Contact Us.

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