metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

METRO VANCOUVER REGIONAL DISTRICT
FINANCE COMMITTEE

MEETING

Thursday, June 12, 2025
1:00 pm
28th Floor Committee Room, 4515 Central Boulevard, Burnaby, British Columbia
Webstream available at https://www.metrovancouver.org

A G E N D A

A. ADOPTION OF THE AGENDA

1. June 12, 2025 Meeting Agenda
That the Finance Committee adopt the agenda for its meeting scheduled for June 12, 2025 as circulated.

B. ADOPTION OF THE MINUTES *pg. 8*

1. May 12, 2025 Meeting Minutes
That the Finance Committee adopt the minutes of its meeting held May 12, 2025 as circulated.

C. DELEGATIONS

D. INVITED PRESENTATIONS

1. Olga Kuznetsova, Vice President, Financial Services Translink; Jason Minarto, Senior Manager, Capital Assets and Government Funding, Translink; and Dave Leicester, Senior Manager, Project Delivery, Translink
Subject: TransLink's 2025 Metro Vancouver Regional Fund Application

E. REPORTS FROM COMMITTEE OR CHIEF ADMINISTRATIVE OFFICER

1. 2024 Statement of Financial Information *pg. 12*

Executive Summary
The Statement of Financial Information Report (SOFI) is produced annually under the *Financial Information Act*. The 2024 consolidated financial statements, received a clean audit opinion from KPMG and was approved by the Board on April 25, 2025.

SOFI Schedules 1 to 7 report on the remuneration and expenses for staff and elected officials; and information on payments to suppliers for goods and services.

Total 2024 employee remuneration was $241.1 million, up $9.4 million from 2023, largely from a 4% Board approved general wage increase. Metro Vancouver Board Compensation was $1.61 million in 2024, slightly lower than $1.62 million in 2023, largely due to fewer board meetings being held in 2024. Total payments to suppliers were $1.87 billion, up 20% from 2023 largely driven by a planned increase in capital expenditures.

Recommendation
That the MVRD Board approve the Statement of Financial Information for the year ended December 31, 2024.

2. Metro Vancouver's 2025 Financial Performance Report No. 1 *pg. 92*

Executive Summary

The 2025 Financial Performance Report indicates a forecasted year-end net operating surplus to budget of $17.6 million (1.2% of the total $1.5 billion operating budget). Surpluses are forecasted in Water Services $1.1 million, Liquid Waste $11.5 million, Housing $1.6 million, and Regional District $3.4 million, primarily a result of forecasted lower than budgeted operational expenditures, largely in the liquid waste utility, and organization-wide staff vacancies.

Year-end capital expenditures are forecasted at approximately 80% of the annual cash flow target of $1.8B. Work has continued to progress and ramp up on several multi-year projects such as Coquitlam Water Main, Annacis Water Supply Tunnel, and NSWWTP. Borrowing of MFA debt up to $600M is aligned to the approved budget. Investment returns are currently averaging 3.89% and are expected to remain favorable for the remainder of the year. Year-to-date procurement activity includes 3 awards approved by the Board representing 98% of the total value of awarded contracts. Across the organization there are over 130 continuous improvement initiatives underway. Attachment 1 to this report provides more detailed information on Metro Vancouver’s financial performance at April 30, 2025.

Recommendation
That the MVRD Board receive for information the report dated May 27, 2025 titled “Metro Vancouver's 2025 Financial Performance Report No. 1”.

3. TransLink's 2025 Metro Vancouver Regional Fund Application pg. 137

Executive Summary

TransLink is seeking MVRD Board approval of Metro Vancouver Regional Fund (MVRF) funding for five new projects and three amendments to previously approved projects. The funding request totals $479 million and, if approved, would leave $30.8 million in available MVRF funds for future use.

The requested funding for eight projects is exclusively for electric infrastructure (depots and bus fleet). In addition to physical infrastructure to support electrification, the projects include replacing standard-sized 40- and 60-foot (i.e. "conventional") buses with conventional battery-electric buses. The most significant projects are battery-electric buses (102 at $193.2 million) and an additional $195.2 million for the Marpole Transit Centre project originally approved in 2021.

TransLink's application is the first under the updated MVRF program that was formerly known as the Greater Vancouver Regional Fund (GVRF). Staff have evaluated this application using the new MVRF Policy and MVRF Application Guide, both of which were approved by the MVRD Board in 2024. The evaluation finds that the projects meet program criteria, are consistent with TransLink's 2025 Investment Plan, and support Metro Vancouver's growth management, transportation and climate change objectives.

Recommendation

That the MVRD Board approve $479 million in funding from the Metro Vancouver Regional Fund for the following electric bus and charging infrastructure projects proposed by TransLink in its Application for Canada Community-Building Funds from the Metro Vancouver Regional Fund as attached to the report dated May 23, 2025, titled "TransLink's 2025 Metro Vancouver Regional Fund Application":

1. 2025 Conventional Bus Replacement with battery-electric buses;
2. 2026 Conventional Bus Replacement with battery-electric buses;
3. 2027 Conventional Bus Replacement with battery-electric buses;
4. Port Coquitlam Transit Centre Infrastructure to Support Battery-Electric Buses – Phase 2;
5. 2028-2029 Conventional Bus Replacement (Pilot Trolley Bus);
6. Amendment to the 2021 MVRF Application – 2023 Conventional Bus Replacement with battery-electric buses;
7. Amendment to the 2021 MVRF Application – Port Coquitlam Transit Centre Infrastructure to Support Battery-Electric Buses – Phase 1; and
8. Amendment to the 2022 MVRF Application – Marpole Transit Centre.

4. 2025 Regional Cultural Project Grants

pg. 203

Executive Summary

Metro Vancouver's annual regional cultural grants, funded by the Grants Reserve Fund, support arts and culture project delivery throughout the region and are within the approved 2025 Budget. The funds are provided through interest earned on the reserve fund, and do not draw from annual tax revenues. This report provides an overview of the grant program, including award criteria and process for adjudication.

The 2025 call for proposals closed April 28th. Staff have screened submissions for eligibility and are reviewing applications against set criteria. This review also includes assessing the regional impact of each project and reviewing the budget and project plan. In addition, staff consider success of any previous projects and a demonstration of resilience.

In July 2025, the Finance Committee will review a staff recommendation for grant awards (to a cap of $10,000 per project and a total distribution of $300,000) and be asked to make a recommendation to the Board. If approved by the MVRD Board on July 25, 2025, grants will be distributed in August to fund programming, some of which begins in September 2025. MVRD Board authorization is required to distribute funds from the Grants Reserve Fund as external contributions.

Recommendation

That the MVRD Board receive for information the report dated May 20, 2025, titled "2025 Regional Cultural Project Grants".

5. Greater Vancouver Water District DCC Reserve Fund Bylaw No. 265, 2025 *pg. 221*

Executive Summary

Section 566(1) of the Local Government Act (LGA) requires that development cost charges (DCC) paid to a local government be held in a separate special DCC reserve fund established for that purpose, and that DCC monies be used only for the purpose for which they were charged. Accordingly, staff recommend adoption of the proposed *Greater Vancouver Water District Development Cost Charge Reserve Fund Bylaw No. 265, 2025* in Attachment I, which would create the required statutory DCC reserve fund for water DCC monies received.

Recommendation

That the GVWD Board:

a) give first, second, and third reading to the *Greater Vancouver Water District Development Cost Charge Reserve Fund Bylaw No. 265, 2025;* and
b) adopt the *Greater Vancouver Water District Development Cost Charge Reserve Fund Bylaw No. 265, 2025.*

6. Metro Vancouver Regional District DCC Reserve Fund Bylaw No. 1419, 2025 *pg. 226*

Executive Summary

Section 566(1) of the *Local Government Act* (LGA) requires that development cost charges (DCC) paid to a local government be held in a separate special DCC reserve fund established for that purpose, and that DCC monies be used only for the purpose for which they were charged. Accordingly, staff recommend adoption of the proposed *Metro Vancouver Regional District Development Cost Charge Reserve Fund Bylaw No. 1419, 2025* in Attachment I, which would create the required statutory DCC reserve fund for park land acquisition DCC monies received

Recommendation

That the MVRD Board:

a) give first, second, and third reading to the *Metro Vancouver Regional District Development Cost Charge Reserve Fund Bylaw No. 1419, 2025;* and
b) adopt the *Metro Vancouver Regional District Development Cost Charge Reserve Fund Bylaw No. 1419, 2025.*

7. Best Practice Review & Proposed Updates for Development Cost Charge Categories *pg. 231*

Executive Summary
Metro Vancouver is undertaking a review of its development cost charge (DCC) program through a series of coordinated projects. One of the first projects involves a policy best practice review and analysis of DCC categories and definitions. The intent of this project is to respond to provincial housing legislation and industry feedback, better reflect evolving development trends, and more equitably match the regional infrastructure impact associated with different land uses. This report summarizes preliminary recommendations for Committee and Board review, including:

- Adjusting residential categories and definitions to better accommodate new forms of small-scale multi-unit housing and reflect average household size;
- Introducing sub-categories for non-residential uses (e.g., industrial, commercial, institutional, agricultural development) to ensure rates more accurately reflect the infrastructure demand associated with different forms of development; and
- Not proceeding with a separate category for rental residential or area-specific rates related to regional growth areas (e.g., close proximity to transit) given the lack of a strong connection to regional infrastructure demand.

The next step will involve targeted engagement with industry stakeholders, with final recommendations brought for Committee and Board approval in Fall of 2025. Pending approval, revised DCC categories will be incorporated into the broader 2027 DCC Program Update, along with the latest population projections and capital program updates, to inform new rate structures that will take effect from 2028 onward.

Recommendation
That the MVRD Board receive for information the report dated May 23, 2025, titled "Best Practice Review & Proposed Updates for Development Cost Charge Categories."

8. Manager's Report *pg. 415*

Recommendation
That the MVRD Board receive for information the report dated May 27, 2025, titled "Manager's Report".

F. INFORMATION ITEMS

G. OTHER BUSINESS

H. RESOLUTION TO CLOSE MEETING

Note: The Committee must state by resolution the basis under section 90 of the Community Charter on which the meeting is being closed. If a member wishes to add an item, the basis must be included below.

That the Finance Committee close its meeting scheduled for June 12, 2025 pursuant to section 226 (1) (a) of the *Local Government Act* and the *Community Charter* provisions as follows:

90 (1) A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

- (a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality; and
- (c) labour relations or other employee relations.

I. ADJOURNMENT

That the Finance Committee adjourn its meeting of June 12, 2025.

Membership:

Kooner, Pardeep (C) – Surrey
Klassen, Mike (VC) – Vancouver
Brodie, Malcolm – Richmond
Buchanan, Linda – North Vancouver City
Kruger, Dylan – Delta
Little, Mike – North Vancouver District
MacDonald, Nicole – Pitt Meadows
McEvoy, Jaimie – New Westminster
McEwen, John – Anmore
Woodward, Eric – Langley Township

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

METRO VANCOUVER REGIONAL DISTRICT
FINANCE COMMITTEE

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Finance Committee held at 1:00 pm on Thursday, May 15, 2025 in the 28th Floor Committee Room, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:
Chair, Director Pardeep Kooner, Surrey
Vice Chair, Director Mike Klassen, Vancouver* (arrived at 1:01 pm)
Director Malcolm Brodie, Richmond
Director Linda Buchanan, North Vancouver City*
Mayor Mike Little, North Vancouver District (arrived at 1:01 pm)
Director Nicole MacDonald, Pitt Meadows*
Councillor Jaimie McEvoy, New Westminster
Director John McEwen, Anmore
Director Eric Woodward, Langley Township*

MEMBERS ABSENT:
Director Dylan Kruger, Delta

*denotes electronic meeting participation as authorized by the *Procedure Bylaw*

STAFF PRESENT:
Jerry W. Dobrovolny, Chief Administrative Officer
Harji Varn, Chief Financial Officer/General Manager, Financial Services
Jacque Killawee, Deputy Corporate Officer, Board and Information Services
Sonu Kailley, Director Financial Planning, Financial Services
Linda Sabatini, Director Financial Operations, Financial Services

A. ADOPTION OF THE AGENDA

1. May 15, 2025 Meeting Agenda

It was MOVED and SECONDED
That the Finance Committee adopt the agenda for its meeting scheduled for May 15, 2025 as circulated.

CARRIED

B. ADOPTION OF THE MINUTES

1. April 17, 2025 Meeting Minutes

It was MOVED and SECONDED
That the Finance Committee adopt the minutes of its meeting held April 17, 2025 as circulated.

CARRIED

C. DELEGATIONS

No items presented.

D. INVITED PRESENTATIONS

No items presented.

E. REPORTS FROM COMMITTEE OR CHIEF ADMINISTRATIVE OFFICER

1. Metro Vancouver Financial Policies

Report dated April 30, 2025 from Harji Varn, Chief Financial Officer, General Manager, Financial Services, Sonu Kailley, Director Financial Planning, Financial Services, and Linda Sabatini, Director Financial Operations, Financial Services, providing the Finance Committee with information on the current Metro Vancouver financial policy framework and existing policies.

1:01 am Director Klassen and Mayor Little arrived at the meeting

Harji Varn, Sonu Kailley, and Linda Sabatini provided members with a presentation titled “Metro Vancouver – Financial Policies” that walked the Committee through each financial policy noting the key principles each policy provides to the budgeting process.

It was MOVED and SECONDED
That the Finance Committee receive for information the report dated April 30, 2025, titled “Metro Vancouver Financial Policies”.

CARRIED

2. MVRD Development Cost Charge Waiver for Agricultural Development Designed to Result in a Low Environmental Impact Bylaw No. 1418, 2025

Report dated April 18, 2025 from Laurel Cowan, Division Manager, Regional Land Use Planning, Regional Planning & Housing Services, seeking adoption of the *Metro Vancouver Regional District Development Cost Charge Waiver for Agricultural Development Designed to Result in a Low Environmental Impact Bylaw No. 1418, 2025*, which establishes a waiver for Regional Park Land Acquisition DCCs for eligible agricultural developments.

It was MOVED and SECONDED

That the MVRD Board:

a) give first, second, and third reading to *Metro Vancouver Regional District Development Cost Charge Waiver for Agricultural Development Designed to Result in a Low Environmental Impact Bylaw No. 1418, 2025*; and
b) adopt *Metro Vancouver Regional District Development Cost Charge Waiver for Agricultural Development Designed to Result in a Low Environmental Impact Bylaw No. 1418, 2025.*

CARRIED

3. GVWD Development Cost Charge Reduction for Agricultural Development Designed to Result in a Low Environmental Impact Bylaw No. 264, 2025

Report dated April 18, 2025 from Laurel Cowan, Division Manager, Regional Land Use Planning, Regional Planning & Housing Services, seeking adoption of the *Greater Vancouver Water District Development Cost Charge Reduction for Agricultural Development Designed to Result in a Low Environmental Impact Bylaw No. 264, 2025,* which establishes a reduction for Regional Water DCCs for eligible agricultural developments.

It was MOVED and SECONDED

That the GVWD Board:

a) give first, second, and third reading to *Greater Vancouver Water District Development Cost Charge Reduction for Agricultural Development Designed to Result in a Low Environmental Impact Bylaw No. 264, 2025*; and
b) adopt *Greater Vancouver Water District Development Cost Charge Reduction for Agricultural Development Designed to Result in a Low Environmental Impact Bylaw No. 264, 2025.*

CARRIED

4. Manager's Report

Report dated April 30, 2025 from Harji Varn, Chief Financial Officer, General Manager, Financial Services, providing the Finance Committee with information on the Ferguson Road, Iona Causeway Improvements and the 2025 Work Plan.

It was MOVED and SECONDED

That the MVRD Board receive for information the report dated April 30, 2025, titled "Manager's Report".

CARRIED

F. INFORMATION ITEMS

No items presented.

G. OTHER BUSINESS

No items presented.

H. RESOLUTION TO CLOSE MEETING

No items presented.

I. ADJOURNMENT

It was MOVED and SECONDED

That the Finance Committee adjourn its meeting of May 15, 2025.

CARRIED

(Time: 1:38 pm)

Hadir Ali, Legislative Services Coordinator	Pardeep Kooner, Chair

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Finance Committee

From: Harji Varn, Chief Financial Officer / General Manager, Financial Services

Date: May 28, 2025 Meeting Date: June 12, 2025

Subject: **2024 Statement of Financial Information**

RECOMMENDATION
That the MVRD Board approve the Statement of Financial Information for the year ended December 31, 2024.

EXECUTIVE SUMMARY
The Statement of Financial Information Report (SOFI) is produced annually under the *Financial Information Act*. The 2024 consolidated financial statements, received a clean audit opinion from KPMG and was approved by the Board on April 25, 2025. SOFI Schedules 1 to 7 report on the remuneration and expenses for staff and elected officials; and information on payments to suppliers for goods and services.

Total 2024 employee remuneration was $241.1 million, up $9.4 million from 2023, largely from a 4% Board approved general wage increase. Metro Vancouver Board Compensation was $1.61 million in 2024, slightly lower than $1.62 million in 2023, largely due to fewer board meetings being held in 2024. Total payments to suppliers were $1.87 billion, up 20% from 2023 largely driven by a planned increase in capital expenditures.

PURPOSE
To present for approval the 2024 Statement of Financial Information Report (SOFI) as part of the reporting requirements of the *Financial Information Act*.

BACKGROUND
This report is presented to comply with the requirements of the *Financial Information Act* (FIA). The *Financial Information Act* is provincial legislation that requires local governments to prepare the following statements and schedules annually:

- statement of assets and liabilities;
- statement of operations;
- schedule of debt;
- schedule of guarantee and indemnity agreements;
- schedule showing remuneration and expenses paid to or on behalf of each employee that exceeds $75,000 and amounts paid to or on behalf of elected officials; and
- schedule showing the payments for each supplier of goods or services that exceeds $25,000.

This report is being brought forward to comply with the requirements of *the Financial Information Act*.

SUPPLEMENTARY INFORMATION SCHEDULES

Requirements of SOFI Reporting

The 2024 annual audited financial statements were approved by the Board on April 25, 2025. Those statements satisfy the first four requirements of the SOFI reporting. The remaining requirements are met by Schedules 1 to 7 included in Attachment 1.

Schedules 1 to 4, in Attachment 1, presents the remuneration and expenses paid to, or on behalf of, Board directors, committee members, and employees as well as a reconciliation of these amounts to the financial statements. Expenses included are those incurred while conducting Metro Vancouver business.

Schedules 5 to 7, in Attachment 1, reports the payments made to suppliers in Canadian or US dollars, as well as a reconciliation of the payments to expenditures in the annual financial statements.

Audited Financial Statements

The 2024 annual financial statements, prepared in accordance with Canadian Public Sector Accounting Standards ("PSAS"), received a clean audit opinion by the auditors, KPMG, and were approved by the Board on April 25, 2025.

Remuneration for Elected Officials

In total, Metro Vancouver paid $1.61 million in remuneration for elected officials in 2024, slightly lower than 2023 of $1.62 million, largely due to fewer board meetings being held in 2024.

Remuneration for Staff Who Received More than $75,000 in 2024

The average remuneration for employees over $75,000 was lower in 2024 than in 2023, moving to $124,826 from $125,346. This is largely due to remuneration in 2023 including retroactive and one-time payments related to the settlement of collective agreements. In 2024, based on the collective agreements with Metro Vancouver's two unions, employees received a 4% wage increase. Exempt staff were provided with the same general wage increases as per Board approval. In total, Metro Vancouver paid $241.1 million in remuneration.

Remuneration for Chief Administrative Officer / Commissioner

In 2024, the CAO base salary was $540,007. The CAO also received performance pay of $27,133 and other benefits of $25,276 bringing the CAO total remuneration to $592,416. In 2024, the Board amended the *Performance Review And Salary Administration System for Commissioner/CAO* policy to remove performance pay in 2025. The most recent review of the CAO remuneration was performed for the 2022 salary. The review, conducted by an independent consultant, assessed the scope of roles within local government, public sector, and crown corporations across the region and across Canada. Factors for determining appropriate comparators included organization type, industry, geography, budget, number of employees, and scope of responsibility. This work concluded that Metro Vancouver CAO salary would be based on the following comparators: BC Hydro, BC Ferries, TransLink, ICBC, and Toronto Transit Commission.

Expenses
Overall employee expenses were $4.8 million in 2024. This includes expenses such as travel expenses required to perform job duties, memberships, staff education, and professional development. Investment in education and development of employees ensures Metro Vancouver is compliant with regulatory and professional development requirements. See Attachment 1, Schedule 2 for details.

Payments Made to Suppliers
Total payments to suppliers were $1.87 billion Canadian, up 20% from 2023 largely due to the increase in capital spending activity in 2024 compared to 2023. See attachment 1, Schedules 5 and 6, for details.

ALTERNATIVES
This report completes a statutory requirement; no alternatives are presented.

FINANCIAL IMPLICATIONS
This report provides details of 2024 results based on statutory requirements; there are no further financial implications.

CONCLUSION
The 2024 annual audited financial statements received a clean audit opinion from KPMG and was approved by the Board on April 25, 2025. Schedules 1 to 7 in the attachment to this report provides the additional information required under the *Financial Information Act*. Approval by the MVRD Board concludes the 2024 annual legislated financial requirements.

ATTACHMENT
1. Statement of Financial Information for the Year Ended December 31, 2024, dated June 12, 2025.

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METRO VANCOUVER
FINANCIAL INFORMATION ACT FILING

STATEMENT OF FINANCIAL INFORMATION
FOR THE YEAR ENDED DECEMBER 31, 2024

June 2025

THIS STATEMENT OF FINANCIAL INFORMATION INCLUDES THE ACCOUNTS OF:

METRO VANCOUVER REGIONAL DISTRICT
GREATER VANCOUVER WATER DISTRICT
GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT
METRO VANCOUVER HOUSING CORPORATION

STATEMENT OF FINANCIAL INFORMATION
For the Year Ended December 31, 2024

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Members of the Board of Directors, Elected Officials, and Standing Committees

NAME	POSITION*	TOTAL REMUNERATION	EXPENSES
Abbott, Neville	Committee Member	$ 1,068	$ -
Agtarap, Samantha	Committee Member	1,068	-
Ahlm, Louise	Committee Member	1,068	-
Albrecht, Paul	Director	22,962	-
Anderson, Bridgitte	Committee Member**	1,068	-
Andrews, Janet	Committee Member**	1,602	-
Annis, Linda	Committee Member	1,068	-
Asmundson, Brent	Committee Member	1,068	-
Au, Chak	Director	13,350	-
Back, Holly	Committee Member	1,602	-
Back, Jordan	Committee Member	1,602	-
Baillie, Tim	Committee Member	7,476	-
Bains, Harry	Director	12,282	2,701
Bak, Andrew	Committee Member**	1,068	-
Baker, Taylor	Committee Member	534	-
Bell, Don	Committee Member	6,942	-
Berry, Ken	Director	14,409	-
Binder, Rod	Director	5,340	-
Bligh, Rebecca	Director	18,690	-
Boisvert, Daniel	Committee Member	1,602	-
Bose, Mike	Director	12,816	-
Boyle, Christine	Committee Member	2,136	-
Brodie, Malcolm	Director	50,694	13,925
Broughton, Michael	Committee Member	2,670	-
Buchanan, Linda	Director	42,693	4,983
Calendino, Pietro	Director	26,166	4,509
Campbell, Ruby	Committee Member	1,602	-
Carr, Adriane	Director	10,680	-
Carreras, Korleen	Committee Member	5,874	-
Cassidy, Christine	Committee Member	6,408	-
Cassidy, Laura	Director	7,476	-
Chesney, David	Committee Member	534	-
Cheung, Elaine	Committee Member	1,602	-
Choo, Queenie	Committee Member**	2,136	-
Clark, Carolina	Committee Member	3,204	-
Curry, Joanne	Committee Member**	1,602	-
Dahl, Darren	Committee Member**	1,068	-
Dao, Loc	Committee Member**	2,136	-
Darling, Steve	Committee Member	5,340	-
Davies, Trevor	Committee Member**	1,602	-
Day, Carol	Committee Member	1,602	-
Dhaliwal, Bob	Committee Member**	2,136	-
Dhaliwal, Satvinder	Director	22,944	-
Dilworth, Diana	Committee Member	534	-
Djonlic, Matt	Committee Member	3,204	-
Dominato, Lisa	Director	28,746	-

* "Committee Member" refers to individuals who sit on Metro Vancouver Standing Committees.
** Non-elected officials appointed to Metro Vancouver Standing Committee.
*** Board Chair 2024 (January to June - Harvie, George V.; July to December - Hurley, Mike)

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Members of the Board of Directors, Elected Officials, and Standing Committees

NAME	POSITION*	TOTAL REMUNERATION	EXPENSES
Dozie, Onyeka	Committee Member	2,127	-
Dueck, Judy	Committee Member	5,874	-
Elford, Doug	Director	11,748	-
Elke, Tracy	Committee Member	13,350	173
Elworthy, Joseph	Committee Member	1,602	-
Evans, Alison	Committee Member	1,068	-
Fast, SueEllen	Committee Member	1,602	-
Ferguson, Stephen	Director	34,167	520
Forbes, Betty	Committee Member	1,602	-
Fry, Pete	Committee Member	7,476	1,859
Gambioli, Nora	Committee Member	2,136	-
Gillanders, Laura	Committee Member	1,068	-
Girard, Angela	Committee Member	6,408	-
Gosal, Jasroop	Committee Member**	1,068	-
Gu, Alison	Committee Member	5,874	-
Guichon, Alicia	Committee Member	2,670	-
Hanson, James	Committee Member	5,340	-
Harvie, George V.	Board Chair***	64,780	27,925
Hayes, Mike	Committee Member	1,602	-
Heed, Kash	Committee Member	1,068	-
Henderson, Tasha	Committee Member	1,602	-
Hepner, Gordon	Director	19,224	4,683
Hobbs, Andrew	Committee Member	534	-
Hodge, Craig	Director	57,066	12,716
Hurlburt, Wendy	Committee Member**	2,136	-
Hurley, Mike	Board Chair***	73,163	12,144
Jackson, Jeanette	Committee Member**	2,136	-
Johal, Jennifer	Committee Member	2,136	-
Johnstone, Patrick	Director	28,818	-
Keithley, Joe	Committee Member	5,874	-
Kim, Steve	Committee Member	7,476	-
Kirby-Yung, Sarah	Director	35,217	-
Klassen, Ernie	Committee Member	1,068	-
Klassen, Mike	Director	13,350	-
Knight, Megan	Director	24,021	-
Knowles, Kyla	Committee Member	1,602	-
Kooner, Pardeep Kaur	Director	13,875	-
Krier, Polly	Committee Member	2,670	-
Kruger, Dylan	Director	42,177	-
Kunst, Margaret	Committee Member	1,068	-
Lahti, Meghan	Director	25,614	-
Lambur, Peter	Committee Member	11,142	-
Lang, Amy	Committee Member**	534	-
Lawrence, Bill	Committee Member	1,602	-
Lee, Richard	Committee Member	3,738	31
Leonard, Andrew	Director	19,749	-

* "Committee Member" refers to individuals who sit on Metro Vancouver Standing Committees.
** Non-elected officials appointed to Metro Vancouver Standing Committee.
*** Board Chair 2024 (January to June - Harvie, George V.; July to December - Hurley, Mike)

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Members of the Board of Directors, Elected Officials, and Standing Committees

NAME	POSITION*	TOTAL REMUNERATION	EXPENSES
Lewis, Christopher	Committee Member**	1,068	-
Little, Mike	Committee Member	20,808	2,315
Locke, Brenda	Director	29,095	-
Loo, Alexa	Committee Member	11,214	-
Lubik, Amy	Committee Member	1,602	-
Lurbiecki, Haven	Committee Member	1,602	-
MacDonald, Nicole	Director	24,555	-
Mack, Delaney	Committee Member	1,602	-
Mah, Herman	Committee Member	1,602	-
Mandewo, Trish	Committee Member	4,272	-
Manion, Mike	Committee Member	1,068	-
Marsden, Dennis	Committee Member	4,272	-
Martens, Barb	Committee Member	1,068	-
McCurrach, Nancy	Committee Member	2,670	-
McCutcheon, Jen	Director	70,920	2,009
McEvoy, Jaimie	Committee Member	534	-
McEwen, John	Board Vice Chair	62,852	23,051
McIlroy, Jessica	Committee Member	1,068	-
McNulty, William	Director	19,758	-
Meachen, Bob	Committee Member	1,602	-
Meiszner, Peter	Director	13,350	-
Minhas, Paul	Committee Member	534	-
Montague, Brian	Committee Member	1,602	-
Morrison, Callan	Committee Member	534	-
Muri, Lisa	Director	33,633	-
Mustel, Evi	Committee Member**	2,136	-
Nakagawa, Nadine	Director	6,408	-
O'Connell, Gwen	Committee Member	1,602	-
Pachal, Nathan	Committee Member	10,128	-
Partridge, Michele	Committee Member	1,602	-
Patel, Ajay	Committee Member**	2,136	-
Penner, Darrell	Committee Member	14,952	4,672
Petriw, Paige	Committee Member	534	-
Pollock, Glenn	Committee Member	4,806	-
Pope, Catherine	Committee Member	5,874	-
Pratt, Michael	Committee Member	1,068	-
Richardson, Douglas	Committee Member	1,068	-
Ross, Jamie	Director	22,419	-
Ruimy, Dan	Director	38,421	5,650
Ruzycki, Janet	Committee Member	1,602	-
Sager, Mark	Director	18,138	2,574
Santiago, Maita	Committee Member	2,670	-
Schiller, Sunny	Committee Member	1,602	-
Shahriari, Shervin	Committee Member	1,602	-
Sim, Ken	Director	2,136	651
Snider, Scott	Committee Member	1,068	-

* "Committee Member" refers to individuals who sit on Metro Vancouver Standing Committees.
** Non-elected officials appointed to Metro Vancouver Standing Committee.
*** Board Chair 2024 (January to June - Harvie, George V.; July to December - Hurley, Mike)

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Members of the Board of Directors, Elected Officials, and Standing Committees

NAME	POSITION*	TOTAL REMUNERATION	EXPENSES
Stachova, Olga	Committee Member**	2,136	-
Stewart, Richard	Committee Member	6,933	-
Stutt, Rob	Director	19,758	-
Tan, Jenny	Committee Member	6,942	-
Tetrault, Daniel	Committee Member	4,806	-
Thompson, Sharon	Committee Member	8,544	-
Towner, Teresa	Director	16,020	-
Trevelyan, Christopher	Committee Member	1,602	-
Trowbridge, Kim	Committee Member	1,068	-
Valente, Tony	Committee Member	1,602	-
vanPopta, Misty	Committee Member	6,399	-
Wake, Tim	Committee Member	1,602	-
Wallace, Rosemary	Committee Member	11,748	-
Wang, James	Committee Member	1,602	-
Washington, Dean	Committee Member	534	-
Watt, Linda	Committee Member	1,602	-
West, Bradley	Director	57,492	16,073
Weverink, Paul	Committee Member	6,942	-
White, Leith	Committee Member	1,602	-
Wilder, Liisa	Committee Member	1,602	-
Williams, Bryce	Committee Member	2,136	-
Wolfe, Michael	Committee Member	1,602	-
Woodward, Eric	Director	35,760	-
Xotta, Peter	Committee Member**	534	-
Yousef, Ahmed	Committee Member	6,942	-
Yu, Bryan	Committee Member**	2,136	-
Zhou, Lenny	Director	15,486	-
		$ 1,613,683	**$ 143,162**

* "Committee Member" refers to individuals who sit on Metro Vancouver Standing Committees.
** Non-elected officials appointed to Metro Vancouver Standing Committee.
*** Board Chair 2024 (January to June - Harvie, George V.; July to December - Hurley, Mike)

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Abbasi, Soroush	$ 128,514	$ 15,299	$ 2,596
Abhari, Saum	73,285	16,053	2,226
Abhari, Sorush	78,517	27,103	1,722
Abraham, Thomas	133,401	10,333	905
Adamson, Jane	161,499	4,576	1,238
Aderneck, Eric	138,134	2,457	1,802
Adey, Maria	151,153	4,516	1,258
Aerts, Aaron	125,487	3,841	1,793
Agecoutay, Brian	96,655	31,135	779
Agecoutay, Liz	76,678	8,582	3,069
Aghbolaghy, Mosi	137,960	4,586	1,842
Aguilar, Angelo	96,293	26,751	4,597
Ahmadi, Ehsan	124,440	3,678	1,957
Ahmadvand, Sahar	74,385	2,196	2,661
Akeroyd, Mark	71,249	6,253	850
Akindele, Bilikisu	102,640	1,857	177
Alba, Pilar	89,938	2,595	299
Albrice, David	140,328	4,092	3,563
Aldaba, Alain	143,696	30,375	6,005
Alder, Nic	88,798	5,391	17,931
Alexander, Janice	98,988	2,398	1,375
Alexandre, Cristina	147,855	4,345	3,029
Ali, Abid	121,346	4,194	-
Ali, Muhammad	90,228	3,869	2,830
Alibin, Jay	83,700	12,886	3,160
Allan, Chris	227,161	9,100	2,297
Allen, James	104,137	3,343	2,186
Almasan, Alex	112,798	12,092	1,738
Altaf, Saleh	142,709	4,797	1,027
Al-Taie, Mohammed	158,678	4,737	808
Amato, Joe	17,757	108,046	1,043
Anderson, Brian	98,820	18,558	839
Anderson, Cory	164,279	19,222	1,588
Anderson, Erik	92,887	10,860	2,293
Anderson, Tessa	86,953	7,033	1,576
Anggabrata, Denny	156,655	20,381	1,988
Anggabrata, Dion	84,995	136	310
Anicic, Maria	86,014	2,525	2,678
Anthony, Vanessa	183,688	6,274	6,426
Antony, Abin	164,866	4,765	6,900

(1) Employees are paid bi-weekly, resulting in 26 pay cheques.
(2) Consists of benefits (i.e. dental, health) and one-time payments (i.e. overtime, banked vacation, and retroactive payments).
(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Apcev, Kristina	95,913	22,221	4,104
Aquila, Marco	132,783	8,668	7,776
Arabsky, Jennifer	96,144	2,763	54
Arango Quintero, Ricardo	89,792	27,007	2,325
Arbab, Rostam	79,464	53,191	1,869
Arbo, Ross	96,307	10,201	1,793
Archer, Gordon	111,483	1,672	-
Archer, Gregg	121,871	3,898	3,344
Ardalan, Bahareh	141,806	4,033	1,055
Arness, Keavin	83,952	7,008	3,518
Arnold, Dan	97,799	53,513	10,211
Arnold-Smith, Brant	167,385	34,142	2,742
Arora, Shailesh	70,733	5,472	20
Arseneau, Brooke	104,475	3,420	2,583
Arya, Sanjeev	121,346	20,329	746
Asher, Alistair	97,895	13,962	966
Ashford, Graeme	89,331	13,534	1,946
Askarzadeh, Ali	112,682	46,985	4,908
Assam, Jason	84,418	1,924	4,920
Asuelo, Ryan	107,243	11,038	3,393
Ataat, Julia	92,237	7,101	1,385
Atherton, Heather	120,908	-	247
Atkinson, Brooke	104,050	1,878	3,627
Atkinson, Holly	107,156	39,655	3,191
Au, Ada	144,087	4,219	2,734
Au, Alwin	100,395	1,815	1,800
Au, Colleen	86,714	8,990	288
Aubin, Jean-Philippe	127,206	6,576	266
Auclair, Brett	76,757	17,743	728
Aujla, Satbir	131,312	3,829	3,688
Aure, Loger	94,355	5,192	390
Azimikor, Nazli	150,773	9,154	12,807
Babey, Mark	142,331	8,089	1,370
Backiel, Filip	105,471	10,135	4,985
Bahgat, Ahmed	106,947	2,055	787
Baig, Farhan	90,984	46,841	2,455
Bailey, Tom	114,353	4,624	3,756
Bailie, William	142,770	4,265	1,305
Baillie, Diana	79,615	1,975	-
Bains, Karnjit	84,801	1,873	3,142

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(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Bains, Udham	148,386	4,603	4,954
Baker, Marcia	74,465	6,835	2,061
Baker, Veronica	144,685	4,112	4,462
Bakharia, Adam	118,573	56,456	96
Bandekar, Rohan	127,028	13,475	2,109
Banjanin, Dejan	144,686	16,157	2,716
Barbosa, Anthony	161,781	7,828	1,751
Bariana, Sunny	101,535	13,021	5,894
Baron, Amanda	187,430	5,327	3,056
Barratt, James	113,328	3,240	1,613
Barroga, Maria Luisa	171,333	13,081	3,199
Barron, Elaine	144,685	4,112	144
Barros, Cynthia	85,015	1,539	3,920
Bartley, Lori	86,380	2,069	6,356
Baruffa, Antonio	104,418	3,892	5,541
Basi, Bob	111,106	15,921	1,321
Basiri, Neshat	125,807	7,893	2,875
Baskalovic, Dragan	144,685	4,117	520
Basque, Shelly	119,310	3,330	948
Bass, Keely	73,656	2,343	949
Bates, Evan	116,877	11,344	2,372
Bates-Frymel, Laurie	138,134	10,796	1,989
Bator, Brad	163,826	31,732	3,401
Bawa, Ramanjeet Singh	84,888	1,544	227
Baxter, Bryce	143,470	4,089	2,070
Bayat, Mehdi	97,145	14,223	3,829
Beairsto, Darren	117,280	6,667	1,149
Bebek, Mike	96,307	21,141	640
Becker, Griffin	96,214	33,080	1,091
Beckett, Brandon	99,347	15,900	6,013
Bedrossian, Shant	104,137	8,189	1,808
Behzadi, Pouya	145,833	4,129	778
Bejer, Rolando	83,462	7,650	920
Bekiaris, Maria	78,970	2,441	315
Belanger, Francis	81,172	2,668	3,618
Benjamin, Angelo	141,546	5,406	192
Bennet, Mark	81,047	5,395	40
Benning, Chase	143,861	4,450	1,538
Benoit, Arthur	90,576	19,110	3,606
Benton, Steve	89,454	13,521	6,362

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(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Bergler, Suzz	96,630	17,419	1,869
Berglund, Mike	148,271	9,339	1,185
Berka, Caroline	110,631	4,942	532
Bernard, Mike	110,494	3,256	172
Bernardino, Ernesto	102,786	19,584	1,490
Berry, Reza	136,787	3,980	4,109
Bertolini, Giovanni	88,945	35,253	2,565
Berube, Esther	175,849	5,096	3,775
Beukers, Robert	73,514	18,846	2,638
Beverley, Jessica	312,654	21,824	3,757
Biles, Cody	84,595	7,156	87
Biln, Manny	166,937	41,174	3,755
Birnie, Cameron	68,955	6,272	2,307
Bishay, Farida	150,135	4,239	1,129
Bittante, Diego	99,900	3,108	148
Black, Nicole	76,681	3,768	-
Blackburn, Maura	73,559	8,519	2,759
Blair, Cara	72,156	18,249	4,589
Blair, David	90,365	2,602	1,785
Blair, Erik	132,544	2,420	2,065
Blendell, Melanie	86,637	16,771	1,555
Blight, Ryan	92,963	2,928	4,246
Boak, Maggie	192,633	5,405	1,052
Boddy, Geoffrey	139,913	5,425	1,543
Bolch, Peter	83,197	2,835	1,767
Bolognese, Domenic	88,310	18,697	5,353
Bond, Josh	71,509	10,879	30
Bondar, Marla	88,523	1,512	1,265
Borsa, Jason	90,594	2,870	556
Boucher, Vincent	146,150	4,166	793
Bourdiol, Lauren	79,893	2,428	2,082
Bourdon, Paul	141,593	4,022	4,328
Bousmina, Zoheir	144,685	7,840	1,197
Bouthot, Matthew	88,585	29,631	394
Boutilier, Sarah	79,024	1,748	1,191
Bradaric, Dijana	74,297	2,266	818
Bradbury, Christopher	112,069	3,218	3,541
Bradley, Rob	156,060	14,487	3,072
Braglewicz, Morgan	113,260	2,050	1,895
Brar, Paul	176,033	13,506	7,718

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(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Braun Rodriguez, Catherine	106,947	1,935	852
Brett, Tom	119,613	19,941	2,187
Brinkworth, Matt	98,270	1,779	1,225
Brown, Gavin	74,628	9,609	1,338
Brown, Jo-Ella	98,820	29,319	762
Brown, Kevin	153,875	22,926	4,272
Brown, Sara	95,607	1,730	458
Brown, Tyson	100,506	15,553	1,405
Browne, Gary	71,509	8,702	-
Brozer, Christy	94,355	11,474	-
Bruno, Tommaso	84,738	3,989	144
Brydges, Jacy	91,950	13,538	2,418
Brykajlo, Simon	137,458	3,912	1,718
Budial, Sarina	107,078	1,937	853
Budolig, Robert	104,137	3,265	252
Bueno, Israel	105,508	17,567	1,935
Buggey, Bryan	91,407	7,159	20,997
Buholzer, Paul	90,297	24,542	448
Bungubung, Renato	137,195	4,631	3,035
Burgess, Scott	88,662	18,591	4,445
Burgon, James	84,588	1,520	4,360
Burr, Shane	108,814	21,500	1,984
Burtniak, Darryl	99,628	25,488	1,149
Burton, Allison	161,238	6,858	2,430
Burton, Brent	67,426	15,283	1,823
Burton, Tim	153,304	9,335	1,380
Bush, Kelly	144,579	4,445	3,530
Butler, Eileen	110,172	15,413	1,561
Buttner, Boyce	100,339	42,236	1,740
Buxton, Ian	130,930	19,768	941
Byres, Sophia	64,014	18,085	4,425
Cabalfin, Nathan	130,753	13,799	1,887
Cabansag, Dante	73,695	2,570	485
Caculovic, Mathew	100,202	4,652	1,078
Calder, Ian	78,174	12,523	3,139
Calvert, Leslie	96,144	2,763	237
Camazzola, Jim	81,959	11,892	1,095
Camire, Russ	74,811	11,176	183
Campbell, Dan	72,906	46,146	804
Campeau, Bruce	95,019	52,190	257

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(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Cantelo, John	84,963	4,532	-
Cao, Diana	142,985	4,064	604
Carabine, Anne	121,346	2,684	70
Carbajales, Nicolas	92,929	16,286	3,076
Carbone, Lorenzo	81,248	46,511	1,317
Cardinal, Brandon	76,268	14,058	1,792
Carley, Neal	113,945	13,608	-
Carlson, Dana	111,483	3,773	489
Carmichael, Jeff	190,775	7,627	12,306
Carpio, Ryan	81,337	1,133	654
Carson, Mike	88,398	11,699	4,500
Carswell, Mason	105,465	7,738	1,267
Carter, Lorn	225,088	7,494	1,306
Castellanos, Victor	163,121	5,078	739
Cessford, Graeme	86,714	5,730	893
Chacko, Joseph	144,686	4,112	631
Chambers, Martin	92,690	1,765	3,000
Chan, Bobby	86,855	6,356	392
Chan, Catherine	145,566	4,142	5,595
Chan, Eli	112,249	3,807	7,701
Chan, Ian	135,703	6,407	4,599
Chan, Jacky	137,131	20,611	1,633
Chan, Judy	75,084	5,845	1,201
Chan, Justin	100,073	5,648	4,967
Chan, Nigel	105,134	9,092	42
Chan, Richard	162,553	4,608	1,590
Chan, Samuel	191,689	12,686	1,147
Chan, Shirley	121,556	3,231	3,232
Chan, Shuh	175,723	4,976	2,026
Chan, Simon	87,036	3,554	1,638
Chan, Winnia	76,950	1,414	-
Chanda, Suranjit	149,898	4,246	3,725
Chang, John	139,047	5,709	1,955
Chang-Kit, Ronald	95,019	32,770	868
Charan, Dushiant	125,513	3,710	1,708
Charbonneau, Dean	74,541	10,198	2,041
Charlston, Lucas	81,332	50,302	2,508
Chee, Francis	144,686	4,112	1,351
Cheesman, Mel	199,009	5,769	4,013
Chegounian, Parisa	95,550	2,238	5,144

(1) Employees are paid bi-weekly, resulting in 26 pay cheques.
(2) Consists of benefits (i.e. dental, health) and one-time payments (i.e. overtime, banked vacation, and retroactive payments).
(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Chen, Albert	119,460	6,481	1,045
Chen, Gerald	102,909	1,861	154
Cheng, Adrian	141,942	4,035	413
Cheng, Bob	226,430	51,087	643
Cheng, Elizabeth	113,477	51,591	534
Cheng, Shan	144,686	4,642	4,813
Cheng, Winson	145,817	4,129	611
Cheng, Yuk-Sing	189,426	5,537	5,310
Cheong, Tony	205,791	19,679	-
Cheung, Eddie	104,165	1,890	204
Cheung, Raymond	118,807	40,304	615
Cheung, Victor	117,128	2,155	2,363
Cheung, William	79,480	2,271	4,001
Chhina, Ravi	376,311	22,821	1,587
Chiang, Alan	141,760	7,844	6,019
Chiesa, Tatiana	184,334	6,291	785
Chiew, Richard	100,913	3,476	2,582
Chin, Adeline	145,437	7,837	1,612
Chin, Peter	162,397	4,860	4,556
Chin, Tony	96,293	19,704	870
Chiu, Joe	104,939	5,798	4,005
Chiu, Lawrence	115,807	3,372	913
Chiu, Quenton	89,103	23,475	5,484
Chiu, Tina	78,012	4,291	4,691
Chong, Chris	102,468	5,270	186
Chow, Christopher	132,548	4,268	554
Chow, Eleanor	85,366	1,537	2,614
Chow, Jack	144,686	4,112	8,137
Choy, Christopher	141,523	4,750	4,416
Chrich, Ashley	79,451	7,891	4,232
Christensen, Brian	98,312	3,035	1,498
Christensen, Robert	79,342	11,360	1,925
Chu, Jerry	90,516	10,287	24
Chu, Maria Leomerita	86,714	3,370	-
Chuku, Isioma	85,202	1,830	515
Chung, Ambrose	87,006	9,838	6,096
Cichon, Lauren	90,365	3,012	-
Ciocan, Emil	110,700	4,088	1,197
Clark, Alanna	116,848	5,923	332
Clark, Cameron	147,839	4,194	1,250

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(2) Consists of benefits (i.e. dental, health) and one-time payments (i.e. overtime, banked vacation, and retroactive payments).
(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Clark, Josephine	123,074	2,324	3,031
Clarke, Lisa	79,140	27,089	-
Clarke, Martin	162,397	4,605	719
Clark-Jones, Frank	102,152	11,779	7,221
Clark-Jones, Peter	102,704	26,986	1,410
Cohen, Micah	84,586	47,525	7,256
Cojocariu, Anton	91,392	36,905	2,259
Coldwell, Jason	102,973	26,456	1,665
Cole, Britton	115,804	14,091	11,097
Coleman, Larry	74,864	3,228	-
Collen, Troy	88,358	8,453	4,512
Collins, Devin	79,403	31,757	2,770
Collins, John	110,896	2,303	-
Colyer, Evan	104,419	4,859	3,127
Common, Dan	83,557	31,627	2,308
Connelly, Shawn	105,161	7,970	749
Conner, Sheri	148,243	9,279	407
Coombes, Michael	102,468	2,789	-
Coombs, Sarah	70,149	5,739	858
Cooper, Patricia	110,516	3,161	50
Cordani, Adam	83,351	23,197	1,661
Cormier, Dylan	72,368	9,828	8,439
Cornish, Tracy	113,328	3,240	210
Corrigan, Patrick	166,850	37,007	2,637
Cote, Jonathan	250,435	20,011	5,764
Coughlan, Janaka	109,409	45,566	835
Coulman, Dan	102,272	15,663	1,355
Coulon, Harvey	121,626	9,564	-
Courage, Tyler	78,761	9,143	133
Cousin, Andre	99,673	34,556	8,218
Cousins, Sam	90,516	2,158	2,778
Coutinho, Eric	131,704	21,215	5,677
Cowan, Laurel	89,525	2,566	6,677
Crabtree, Katelyn	47,427	39,819	3,675
Craft, Amanda	83,374	2,069	4,933
Craft, Austin	71,156	13,516	1,462
Crosby, Jennifer	227,203	6,387	7,623
Crowle, John	54,178	40,773	849
Cruickshank, Craig	90,009	5,175	323
Cruz, Danilo	80,398	6,000	536

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(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Cruz-Rivera, Angelita	91,329	9,153	27
Csizmadia, Alexander	98,594	10,135	2,244
Cubias, Jarvis	97,375	1,803	2,794
Cullen, Vanja	147,954	5,719	1,521
Cumming, Sheryl	133,392	5,349	7,171
Czekajlo, Agatha	96,436	1,991	1,337
Da Silva Sympovsky, Thalita	108,283	3,953	2,255
Da Silva, Julie	76,681	1,389	-
Daly, Sean	98,270	3,588	2,889
Dandridge, Xenia	119,395	3,592	199
Danis, Sebastien	111,660	13,329	2,084
Darwish, Yasser	105,134	6,923	2,336
Davies, Matthew	101,499	4,050	4,858
Davis, Mackenzie	113,573	3,250	3,034
Daw, Hanadi	110,532	4,106	525
Day, Sheila	88,685	2,552	-
De Boer, Andrew	189,671	11,809	5,968
De La Cour, Pierre	100,947	33,600	1,550
De Lind, Peter	140,701	4,693	1,098
De Pol, Sean	223,299	6,375	3,641
De Rose, Enzo	95,019	13,274	2,005
Deacon, Dan	126,775	22,645	965
Deane, Jody	189,426	5,477	1,366
DeLuca, Joel	147,152	4,167	1,602
Delves, Megan	90,365	2,602	258
Denboer, Bob	105,855	1,919	580
Denton, Gail	94,965	5,166	2,268
Deo, Mani	256,844	25,625	3,056
Destanovic, Darko	87,325	1,375	11,454
Deuling, Jill	90,516	1,358	2,166
Deutsch, Talia	91,075	2,612	1,349
Dhaliwal, Randeep	93,900	4,371	1,943
Dhatt, Harjinder	113,328	3,240	1,206
Dhatt, Pardeep	115,834	3,278	1,910
Dhillon, Jat	107,654	22,796	2,348
Dhillon, Pawandeep	69,498	9,059	179
Di Stasio, Tony	84,738	2,715	456
Dias, Daryl	99,443	4,130	7,302
Diaz Ng, Albert	79,010	40,209	1,794
Diego, Richy	69,536	11,189	5,088

(1) Employees are paid bi-weekly, resulting in 26 pay cheques.
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(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Diemert, Sabrina	136,307	6,301	3,072
Dignan, Annette	69,349	11,990	288
Dimitropoulos, Xanthi	91,470	1,649	2,121
Dineen, Chris	108,224	12,738	841
Ding, Link	81,093	3,987	1,870
Dion, Carly	133,411	11,472	364
Diotte, JL	106,947	1,964	1,389
Dittenhoffer, Sean	77,295	1,317	811
Djapo, Mersid	70,889	4,167	10
Dobrovolny, Jerry	540,007	52,409	61,615
Doculan, Alain	77,982	11,869	2,236
Doerksen, Geoff	121,346	6,935	689
Doi, Andrew	121,346	2,196	1,722
Dolina, Rachael	77,812	4,276	1,049
Donaghy, Steve	113,328	7,556	267
Dong, Cathy	144,837	4,114	682
Dong, Tara	113,328	3,240	1,225
Dove, Franklin	96,211	5,295	87
Downey, Bryce	61,502	14,251	484
Dragon, Willyam	162,436	18,326	2,611
Dreger, Clayton	107,283	41,913	1,526
Drinkwater, Alisha	105,746	2,595	572
Du, Kelly	105,922	3,694	3,546
Duarte, Romeo	89,327	6,107	174
Duffield, Richard	101,687	38,239	2,599
Dugaro, Julia	85,276	1,450	1,389
Dunbar, Brent	95,019	3,656	3,052
Dupa, Ame	82,520	2,043	276
Durkin, Tamara	113,874	5,554	20
Duso, Lucy	160,156	7,630	8,507
Dutta, Abhishek	82,657	2,639	3,292
Duvall, Bill	130,046	28,843	1,352
Dwyer, Marty	162,942	7,741	1,391
Dybwad, Matthew	162,616	4,609	5,716
Dykman, Dan	128,495	15,751	1,241
Easton, Joe	103,547	6,635	2,631
Eastwood, Bill	16,689	207,015	-
Ebbett, Rachel	77,140	1,413	152
Ebinesan, Joshua	142,733	29,602	1,172
Edalat, Farnaz	140,473	5,188	2,830

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(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Edmonds, Aimee	78,746	2,295	196
Edwards, Lisa	77,607	2,559	3,277
Edwards, Maria	126,871	10,679	5,461
Edwards, Scott	144,685	4,112	2,099
Eeckhout, Rylan	133,922	3,803	2,967
Eely, Ted	72,386	9,531	-
Egli, Graham	113,421	2,524	40
Eisenkraft, Nicolas	99,460	7,971	1,050
Ekeli, Stefanie	115,253	2,087	2,204
Elliott, Lea	110,287	2,001	1,275
Ellis, Sean	103,701	25,272	199
Eloff, Leonard	104,190	31,467	658
Eltoum, Ahmed	120,161	4,542	3,659
Elwell, Patrick	96,307	19,880	2,963
Emmert, Jason	160,269	4,745	1,904
Eng, Benjamin	90,136	1,629	30
Eng, Raymond	189,064	9,623	1,001
Engelstad, Brock	108,133	6,537	1,320
England, Karin	116,935	4,730	3,680
Enns, Ronald	129,114	13,404	611
Enns, Thomas	102,468	3,228	-
Enquist, Luis	102,072	5,342	2,012
Epp, Michael	226,440	7,198	3,616
Erickson, Brian	111,036	10,504	449
Erickson, Dustin	153,780	14,238	5,589
Erickson, Stephanie	95,559	2,743	1,256
Esguerra, David	115,834	21,361	237
Esguerra, Glen	101,665	3,582	5,457
Esplen, Chad	81,598	8,531	322
Esposito, Marcus	76,222	1,380	3,878
Estrada, Ariel	144,880	6,462	1,582
Etches, Kris	158,001	5,405	1,715
Evans, James	73,734	3,572	1,724
Ewing, Susan	118,479	3,500	3,049
Fang, Andy	102,813	20,889	-
Fang, Ann	83,232	1,607	128
Fanzone, Paul	89,660	7,229	383
Farinelli, Zeno	157,916	5,610	7,254
Farkas, Rita	117,851	2,236	6,019
Farmer, Lauren	142,191	2,583	637

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Farr, Jennifer	84,403	38,068	4,372
Faucher, Sarah	116,189	2,103	2,042
Fehr, Callum	119,524	4,178	1,155
Felicella, Nick	94,963	7,206	2,081
Feng, Cynthia	87,570	2,523	2,106
Feng, Olivia	89,496	2,576	4,398
Feng, Philip	137,341	7,039	2,648
Fereidouni, Reza	107,331	25,067	1,609
Ferguson, Dave	102,468	12,638	288
Ferguson, Scott	78,491	3,455	685
Fernandes, Maricor	98,436	5,589	511
Fernie, Michele	98,270	2,915	663
Ferreira Schutt, Paula	89,643	4,627	2,192
Ferreira, Gabriella	85,829	2,476	3,291
Ferris, Lisa	75,351	1,889	1,686
Fiehn, Aaron	98,500	6,367	2,533
Fiehn, Chuck	98,854	14,400	1,545
Filush, Jake	92,963	7,735	271
Fink, Shannon	87,300	2,920	-
Fischerova, Nikola	86,515	771	7,455
Fitzpatrick, Jeffrey	176,025	4,981	3,906
Fitzpatrick, Jess	154,937	5,146	12,112
Flesher, Scott	78,365	3,327	408
Folkard, Eric	82,771	24,754	1,643
Fong, Andrew	76,425	6,850	10
Fonseca, Richard	72,119	19,151	1,251
Forbes, Andrew	70,852	11,601	1,955
Ford, Bruce	111,483	9,334	368
Ford, Graham	125,637	11,899	1,715
Ford, Laurie	162,397	4,725	816
Forsyth, Samantha	100,259	7,168	110
Forsyth, Scott	175,723	19,093	2,642
Foster, Chris	125,637	31,704	4,742
Foster, Natalie	79,592	2,758	496
Fotheringham, Jack	86,437	1,498	818
Fountain, Tanner	95,992	23,464	4,002
Fourt, Aaron	95,556	2,430	2,157
Foyle, Jacquay	134,615	3,827	1,665
Francis, Tyler	81,473	5,468	3,862
Franco, David	92,852	841	2,081

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(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Frank, Amelia	78,744	4,420	1,144
Franken, Alisa	116,189	2,782	1,726
Fraser, Heather	95,424	19,527	1,305
Fraser, Paul	99,233	31,475	2,218
Frebourg, Patrick	71,988	3,724	7,812
Freeman, Gregory	127,720	3,758	1,381
Freinhofer, Victoria	93,097	3,170	916
Fretwell, Alex	122,539	3,473	2,818
Fuginski, Carla	75,050	5,572	1,561
Fulton, Terry	145,377	4,262	5,031
Fung, Alicia	73,670	1,814	-
Fyten, Cole	99,443	26,585	7,798
Gaffud, Jerico	104,137	10,725	267
Galdamez, Roberto	70,964	10,501	4,970
Gale, Evan	98,964	9,873	3,367
Gali, John	102,784	8,267	3,223
Gallilee, Rick	226,963	6,384	520
Galovich, Kristi	73,255	2,371	106
Ganjehei, Sonia	82,861	1,652	4,342
Gant, Murray	228,747	6,411	1,924
Garha, Preet	75,168	2,258	2,146
Garson, Matthew	76,681	2,474	251
Gasparro, George	116,189	10,545	1,035
Gastaldello, Catherine	86,714	1,605	252
Gatto, Nicole	98,594	1,823	2,585
Gaythorpe, Shane	99,588	32,904	1,990
Gee, Jennifer	87,183	2,531	5,668
Gee, Michele	100,340	3,392	901
Geeson, Graeme	91,308	46,758	2,127
Gehrer, Chris	104,497	40,982	2,958
Geil, Dan	160,920	7,254	1,410
Gellard, Joe	86,566	23,120	1,730
Genier, Max	90,711	43,627	5,828
Genier, Reynald	70,518	8,330	2,126
Gentle, Stephane	120,744	3,446	6,332
Gentner, Ryan	100,839	1,818	-
Geoghegan, Darragh	129,720	3,796	2,150
George, Honey	163,325	4,619	1,852
Gerath, Guy	122,730	23,073	3,491
Gervais, Adam	106,133	5,342	915

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Ghatefar, Amir	120,309	12,438	4,276
Gheseger, Tania	111,483	2,043	1,341
Giang, Justin	94,924	2,484	3,368
Giesbrecht, Kyle	99,380	20,444	2,897
Giesbrecht, Paul	170,603	36,620	3,469
Gill Klair, Jag	210,296	8,594	4,650
Gill, Balroop	94,549	3,269	5,398
Gill, Jotty	160,753	4,552	160
Gill, Nancy	113,641	3,245	2,127
Gilroy, Devin	79,238	17,249	933
Girard, Kaylee	71,967	12,797	2,662
Gjerdalen, Cole	72,127	10,646	336
Gjerdalen, Luke	86,034	17,639	1,588
Glasgow, Cameron	100,800	30,395	621
Glass, Jennifer	144,686	4,112	2,216
Gleig, Derek	102,272	5,407	858
Glessing, Krista	105,969	32,934	2,157
Glier, Monica	85,827	1,557	-
Glover, Jillian	96,261	4,350	608
Glover, Michael	99,275	12,162	2,507
Goertz, Karen	95,335	2,555	666
Goftar, Izad	154,937	6,164	447
Gogel, Andy	87,500	24,320	176
Goh, Elaine	160,786	6,136	3,538
Goh, Vila	148,382	11,861	1,237
Gomes, Cheryl	135,130	3,991	2,326
Gomes, Cindy	81,974	2,366	1,420
Gomez-Garcia, Jose	126,685	30,616	-
Gonzalez, Eduardo	96,307	3,926	6,506
Gonzalez, Ian	89,085	7,083	2,153
Gonzalez, Jonathan	71,379	5,529	396
Gonzalez, Nathalie	84,466	2,188	177
Goods, Michael	82,535	9,152	2,013
Goossens, Jason	79,819	24,952	100
Gothard, Matthew	145,530	4,663	943
Gow, Doug	76,051	10,160	448
Graham, Nela	161,035	58,515	2,114
Graham, Richard	90,714	20,523	2,314
Grant, Jack	101,814	21,760	863
Grant, Mielle	85,634	2,487	-

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Gray, Connor	65,743	12,932	8,220
Gray, Lori	129,285	8,100	598
Green, Marika	102,848	859	3,805
Green, Matthew	170,754	52,267	908
Greensill, Michael	81,622	40,289	4,782
Greenwood, Seann	92,963	7,716	33
Gregonia, Theresa	189,426	10,661	680
Greven, Ron	88,344	14,822	2,508
Grewal, Nick	109,009	4,667	2,280
Grewal, Rahm	96,307	3,015	3,937
Grewal, Ravi	149,940	27,357	1,940
Griffith, Jacob	81,544	3,258	4,112
Griffith, Lionel	100,435	36,181	1,412
Griffiths, Jacquie	241,046	21,036	48,691
Griffiths, Victor	104,137	559	548
Grill, Aaron	144,825	4,114	1,847
Grosson, Catherine	81,837	2,527	4,318
Gu, Li	162,846	19,083	3,472
Guiron, Warren	96,390	4,461	381
Guldemet, John	108,812	38,122	4,916
Guldemet, Keenan	90,206	19,223	2,315
Guo, Tom	94,808	20,726	2,891
Habib, Bilal	114,986	24,807	2,714
Hadley, Amie	81,745	2,754	678
Haga, Bruno	105,568	6,950	9,721
Hair, Peter	164,882	23,089	4,142
Hall, Michael	82,861	2,040	1,245
Halychuk, Paul	76,617	2,604	1,245
Hamilton, Erin	84,358	1,636	642
Hamovic, Filip	70,738	9,388	2,812
Hamza, Danny	101,444	15,931	821
Han, Andrew	139,099	3,997	1,450
Hanna, Dawn	90,516	1,409	2,118
Hansen, Angela	145,597	4,122	656
Hanson, Kara	82,155	15,018	137
Harder, Susana	144,686	4,451	5,719
Haricombe, Jade	99,530	10,568	1,953
Haricombe, Lionel	99,443	5,589	2,489
Harmeson, Matt	101,437	12,405	1,019
Harms, Herman	101,991	9,815	5,518

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Harper, Todd	103,584	35,554	4,604
Harris, Leanne	110,079	6,131	2,131
Harrison, Stephanie	144,685	4,420	1,703
Hart, Dennis	86,483	6,651	345
Hartley, Craig	63,562	22,662	2,739
Hartley, Davis	74,442	8,464	1,697
Hartley, Elizabeth	106,947	1,604	1,218
Harvey, James	78,713	1,730	3,169
Haughian, Paul	100,477	9,095	420
Haveman, Peter	83,232	1,637	176
Haw, Kevin	116,189	2,103	1,648
Hawkins, Curtis	73,010	38,486	2,026
Hayer, Apinder	107,829	6,111	1,395
Hayes, Jessica	148,062	3,511	4,596
Hayton, Scott	149,420	16,892	3,717
Hazell, Shaun	93,313	15,186	276
He, Selina	99,289	2,268	2,919
Hebner, Gail	175,723	4,380	-
Hedayatnassab, Hooman	144,646	14,621	1,966
Heidarian, Arezoo	164,119	24,621	3,694
Heinrich, Barry	69,172	29,746	279
Henderson, Kate	105,436	2,040	2,486
Henderson, Paul	312,654	22,383	7,317
Hendry, Brian	86,714	5,668	921
Henwood, Megan	113,328	3,514	75,025
Herdman, Vanessa	84,867	4,806	1,733
Herr, Alysia	94,355	5,177	5,893
Herrmann, Nicholas	71,597	6,899	1,187
Hewer, Jordan	145,268	5,463	1,376
Hickling, Charlene	109,057	4,247	664
Hightower, Carrie	97,178	1,763	145
Hilkewich, Alison	90,365	5,267	144
Hill, Janice	110,245	2,901	30
Hilland, Stuart	121,123	4,697	742
Hirvi Mayne, Maari	166,361	4,699	1,127
Ho, Alfred	160,735	8,048	6,230
Ho, Allen	104,137	6,822	805
Ho, Brandon	145,075	4,302	3,375
Ho, Chau	120,107	24,788	6,041
Ho, Florence	162,795	4,866	2,238

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Ho, Hilda	140,097	4,097	2,744
Ho, John	136,776	5,802	1,420
Ho, Kate	113,590	3,275	2,219
Hockey, Jim	106,168	7,295	15,328
Hoffman, Dave	149,320	54,951	409
Hoffman, Heidi	79,523	2,727	390
Holdenried, Ulli	85,714	47,384	1,303
Hollis, Conrad	71,301	13,986	5,885
Holloway, Melissa	76,830	1,911	1,007
Holm, Nathan	101,867	17,565	7,042
Holman, Jessica	98,270	1,779	502
Holton, Janet	134,192	16,465	6,153
Holtz, Brooke	109,333	3,117	6,734
Hoonjan, Raj	144,685	22,490	4,283
Hope, Laura	108,722	2,131	1,316
Hoskins, Kelly	90,516	1,638	351
Hou, Ming	93,534	2,923	1,637
Hoverty, Colin	105,505	7,537	352
Howard, Kyle	72,326	7,068	225
Howe, Kyle	119,805	8,227	774
Howell, John	47,641	27,632	-
Hoy, Tina	87,082	2,764	1,703
Hrubizna, Jason	102,468	2,657	24
Hsieh, Mimi	88,750	2,303	204
Huang, Gerry	144,685	4,112	540
Huang, Karen	86,701	4,172	965
Huber, Meredith	105,574	5,500	980
Hughes, Michael	170,557	18,708	1,035
Hughes, Mike	98,400	1,813	1,037
Hui, Angus	74,462	1,739	2,105
Hui, Terry	105,773	7,817	808
Hulme, Jared	93,474	2,076	845
Hulme, Mark	84,785	1,685	1,006
Hume, Jade	189,645	5,360	7,016
Hung, Wayne	133,947	25,481	790
Hunt, Andrew	170,557	5,552	1,357
Hunt, Janelle	161,373	6,180	3,068
Hunt, Jason	73,750	22,130	1,992
Hunte, Carlos	168,697	11,974	1,854
Hustwait, Devlin	99,673	19,025	1,946

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Hustwait, Mark	110,700	36,182	836
Hutchins, Peter	149,618	8,386	680
Hutton, Brad	71,509	19,122	-
Hynes, Shaunna	98,270	12,717	3,724
Hystad, Graeme	121,154	3,585	2,635
Inglis, Gordon	175,723	3,557	230
Iosub, Catalin	104,137	25,952	6,976
Irimia, Andreea	144,686	4,112	925
Irimia, Tatiana	145,827	6,199	5,676
Ishimwe, Ulysse	97,786	13,454	531
Islam, Shafiqul	146,342	11,949	5,855
Israel, Sue	113,886	3,248	376
Iulianella, Chris	80,698	6,529	384
Jackman, Thomas	105,508	17,660	1,988
Jackson, Bob	98,820	7,294	174
Jacques, Lisa	134,034	17,325	4,303
Jadrijev, Renato	152,283	4,271	2,628
Jamieson, Nathan	145,943	4,655	1,775
Jang, Gary	83,293	1,641	40
Jang, Jason	98,270	1,779	-
Jansen, Sandra	288,510	23,299	1,528
Japson, Marlon	93,976	35,588	3,754
Jarvis, Janice	113,527	4,392	2,836
Jeliazkova, Diana	118,293	2,146	2,046
Jenkinson, Kris	125,768	39,237	1,478
Jennejohn, Derek	162,741	4,611	1,870
Jensen, Allen	144,527	11,909	6,496
Jeon, Won	100,349	53,392	1,859
Jeon, Yohan	137,281	3,904	2,333
Jew, Brandon	121,459	2,487	2,578
Ji, Tony	144,685	14,051	2,359
Johal, Sonny	113,803	2,060	1,523
Johnson, Christopher	128,832	3,664	3,264
Johnson, Samuel	94,890	14,484	3,504
Johnston, Falacci	73,803	29,634	2,805
Joiya, Rajiv	163,415	4,621	6,972
Jokic, Mike	158,136	6,350	1,364
Jones, Braedyn	71,144	12,195	1,892
Jones, Ken	78,897	12,209	1,223
Jones, Michelle	117,467	2,367	4,196

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(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Jordan, Aj	148,243	4,210	96
Jordan, Faye	104,137	3,220	415
Joy, Samantha	95,474	1,720	1,411
Julius, James	86,017	2,988	1,088
Kadota, Paul	209,611	5,862	779
Kailley, Sonu	191,610	5,356	19,743
Kakimov, Temirlan	78,938	1,429	14
Kaminski, Dan	80,163	1,310	3,648
Kan, Siak	99,443	1,887	428
Kang, Jasmine	84,564	4,803	2,263
Kang, Jasmit	78,967	33,048	2,010
Kappeli, David	74,754	7,456	2,950
Karpinski, Al	99,673	15,023	2,334
Kassam, Amin	190,491	5,460	3,951
Kassam, Nick	312,654	21,824	409
Kassenova, Kuanysh	96,889	12,014	251
Kates, Robert	209,880	5,866	3,107
Kavouras, George	207,523	5,887	1,947
Kazmi, Ahsan	84,151	2,440	5,292
Kee, Elizabeth	107,447	3,361	3,286
Kelder, Brandon	100,807	62,687	4,033
Kelly, Quinn	92,954	9,786	30
Kennedy, Al	105,158	27,350	5,013
Kennedy, Marcus	99,617	3,116	859
Kerin, Brian	98,319	4,934	2,919
Khaira, Rapinder	86,110	2,482	1,403
Khanlou, Ramin	144,853	4,115	1,779
Khanna, Uma	113,886	5,969	930
Khun-Khun, Manny	77,662	36,001	1,813
Killawee, Jacque	163,681	5,044	3,317
Kim, Alvin	144,686	5,321	3,903
Kim, Harim	98,950	1,746	2,236
Kim, Tae	100,260	12,820	2,549
Kimble, Willard	104,455	8,578	1,698
Kimm, Stuart	135,707	41,870	4,415
Kimmel, Chris	99,725	5,147	4,207
King, James	108,539	5,664	2,829
Kirchen, Krystal	163,525	10,834	1,391
Kirkpatrick, Brent	163,272	5,222	846
Kishore, Eileen	90,365	3,190	267

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Kitt, Marina	93,326	11,290	990
Klick, Dennis	98,416	5,021	653
Kling, Lucas	69,060	12,599	7,340
Knape, Theron	170,557	13,932	10
Knapp, Brandon	95,725	7,002	25
Knaupp, Janis	160,091	3,099	1,947
Knezevic-Stevanovic, Andjela	205,256	6,397	5,978
Ko, Collin	103,899	24,421	43
Kohan, Rozita	144,873	4,115	6,568
Kohl, Paul	171,768	3,905	2,170
Koivu, Ray	71,509	11,778	-
Kolb, Kathy	76,880	2,509	155
Kolewe, Alex	97,921	6,722	659
Kolomyeychuk, Olha	106,092	9,311	1,308
Kong, Brandon	86,142	15,193	197
Kopp, Anastasia	97,536	26,605	1,586
Kopp, Doug	148,271	7,640	1,135
Korens, Heidi	75,039	8,880	4,989
Kovacevik, Mike	104,137	7,020	308
Kovacevik, Natasha	102,058	3,142	770
Kozier, Fred	106,947	2,079	1,299
Kozljan, Ivan	98,580	3,405	1,876
Krahn, Daniel	99,900	11,637	1,381
Kramer, Nancy	73,509	14,095	444
Krezan, Brent	225,658	6,754	684
Krickemeyer, Lina	111,846	23,825	-
Kronstal, Elizabeth	103,802	19,278	882
Kubota, Zeneca	88,557	2,772	1,392
Kuczma, Joseph	99,360	10,365	828
Kujannek-Schaefer, Matt	74,372	27,174	4,276
Kundanati, Rahul	82,530	3,744	2,560
Kunigk, Isabel	110,489	2,040	4,123
Kuo, Allen	90,609	8,802	1,894
Kurenov, Cassondra	178,600	8,938	4,482
Kusmu, Yonas	82,663	21,130	2,392
Kuwabara, Sheldon	74,590	13,055	2,556
Kwan, Michelle	75,221	589	1,039
Kwok, Clare	77,947	1,411	892
Kwok, Jerry	111,271	2,107	2,531
Kwong, Laura	80,894	-	494

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Kwun, Jordan	134,314	4,636	1,054
Kylmala, Kari	102,272	49,473	547
Kylmala, Senja	149,199	23,797	6,769
LaBreche, Marcel	133,954	14,349	2,415
LaCoste, Joseph	146,275	4,136	9,637
Lai, Serena	106,904	1,932	2,251
Laird, Cam	133,401	6,228	97
Laliberte, Michel	135,471	9,079	601
Lalla, Brock	93,017	7,554	28,361
Lam, Fong	113,328	3,240	2,116
Lam, Heidi	106,947	1,935	456
Lam, Paul	99,900	12,185	1,593
Lam, Steven	105,000	3,756	3,831
Lam, Taelynn	87,827	1,604	24
Lamare, Karen	81,174	2,338	15,553
Lambert, Kyle	132,905	3,788	2,599
Lan, Yao-Hung	144,686	23,018	1,645
Lang, Brandon	68,206	17,597	5,349
Lang, Cory	95,293	1,695	1,190
Lang, Joe	124,843	3,560	2,238
Lang, Mark	99,673	33,544	1,503
Langeloo, Annika	106,437	3,505	1,113
Langeloo, Tyler	135,183	15,439	829
Langley, Grant	141,271	4,434	196
Lanz, Ann Marie	96,144	11,839	-
Larkin, Keith	99,827	40,590	3,371
Laskowski, Sebastian	99,628	16,667	1,267
Lau, Alice	87,182	2,997	824
Lau, Carmen	108,869	1,981	-
Lau, Kent	101,494	4,146	2,533
Lau, Vincent	103,003	13,006	-
Laughlin, Ayden	64,284	23,019	1,690
Law, Brennan	82,071	47,475	3,255
Lawrance, Peter	86,714	9,323	1,400
Lawson, Jean	161,692	5,966	33,691
Le Noble, Josh	77,383	21,940	1,468
Le Penven, Gaelle	144,686	4,112	4,320
Le, Johnny	94,355	4,638	1,559
Leavers, David	171,584	4,557	429
LeBlanc, Josh	77,066	2,260	-

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
LeBlond, Daniel	159,249	4,513	2,316
Lee, Andy	119,004	3,551	3,911
Lee, Ann	108,727	6,084	-
Lee, Darren	146,507	4,181	787
Lee, Eugene	79,778	7,624	1,648
Lee, Fiona	91,152	2,664	1,327
Lee, Jeremy	86,714	3,632	33
Lee, Joyce	132,711	7,730	117
Lee, Linnar	73,274	6,578	24
Lee, Paul	105,508	3,197	911
Lee, Sue	87,216	3,441	322
Lee, Vanessa	86,714	4,048	1,446
Legault, Sue	96,198	24,057	1,725
Lemon, Jan-Michelle	76,778	1,390	160
Lenardon, Vincent	139,573	7,232	206
Lenning, Dan	151,845	9,671	30
Lenning, Zack	91,707	26,219	1,699
Leong, Loke	105,032	9,221	1,979
Lepore, Alfredo	86,958	22,098	683
Leroux, Guy	213,898	6,030	1,045
Leroux, Jason	85,806	13,853	382
Leroux, Rhea	77,760	9,334	2,067
Les, Danielle	107,160	14,583	1,360
Leslie, Gary	90,720	19,317	174
Letcher, Amanda	103,851	5,041	574
Leung, Arthur	106,386	17,196	2,327
Leung, Betty	92,814	1,695	566
Leung, Clara	91,344	1,653	1,485
Leung, Mabel	171,126	9,480	2,693
Leung, Percy	107,000	1,936	1,337
Leung, Tony	55,105	20,889	4,417
Lewis, Warren	101,606	9,548	1,824
Li, Jeff	121,782	21,286	442
Li, Vanessa	109,649	16,532	799
Li, Wen	151,761	7,202	2,275
Li, William	77,965	14,756	2,304
Liang, Amy	84,052	2,289	1,774
Liang, Link	80,213	1,937	-
Lin, Echo	162,219	20,484	4,442
Linde, Connie	86,804	3,691	1,932

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Lindner, John	99,922	10,297	370
Lindsay, Amil	158,308	5,110	1,347
Lindsay, Celine	84,446	30,098	189
Ling, Andrew	153,740	4,248	1,284
Ling, Ashley	124,391	19,901	237
Lip, Alfred	145,314	7,187	6,873
Litt, Paul	164,097	10,355	1,482
Liu, Joan	183,917	11,865	6,575
Liu, Stephanie	159,855	4,534	3,732
Liu-Atkinson, Hansi	101,802	2,929	5,481
Liu-Pope, Jacqueline	145,175	4,119	1,040
Lo, Anthony	140,867	5,627	520
Lo, Benson	144,686	4,112	940
Lo, Tina	106,786	2,792	1,453
Lockert, Ben	126,934	3,836	965
Logan, Kurt	105,134	5,810	996
Logan, Nick	74,866	30,249	3,353
Long, Joseph	72,433	16,964	5,342
Lopez, Sean	96,466	1,746	2,573
Lorenzana, Aljhon	85,688	2,974	3,060
Louie, Alfred	70,292	12,584	997
Louie, Alvin	91,625	2,009	202
Louie, Angela	144,936	4,116	1,904
Louie, Terry	144,825	6,756	2,756
Lowe, Jason	81,444	15,173	4,421
Lu, Louis	99,443	17,307	12,552
Luccock, Dylan	112,643	23,687	96
Luft, Candace	144,685	10,720	920
Luk, Brian	100,872	4,392	2,793
Lum, Oscar	100,485	66,184	2,489
Lynch, Adrian	122,819	14,451	3,532
Lytwyn, Ben	104,237	3,720	220
Lyu, Leo	94,269	254	5,231
Ma, Meng	80,865	12,585	1,221
Ma, Michael	122,237	3,520	1,765
MacArthur, Rob	149,253	7,084	3,883
MacDonald, Brad	98,869	24,817	4,058
MacDonald, Nicole	152,227	4,320	3,987
MacDonald, Tom	102,225	59,450	287
MacIntosh, Taylor	86,637	8,358	1,918

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
MacIsaac, Julie	114,875	3,057	474
Mackay, Ted	99,628	47,225	1,724
Mackenzie, Morgan	93,943	3,107	5,767
MacLean, Maria	86,701	7,616	382
MacLeod, Ian	95,783	30,856	1,591
Macomber, Ken	99,487	1,795	361
Maddison, Teresa	101,827	1,936	351
Madsen, Perry	189,426	16,979	3,278
Mah, Silvana	96,144	3,172	726
Mah, Sue	136,226	8,219	13,002
Mah, Wayne	121,527	15,263	-
Mahdavi, Mohammad	170,603	2,899	972
Mahdi, Ammar	144,873	4,269	1,245
Mahmood, Saleem	144,686	36,035	2,400
Mahmood, Zarin	114,021	2,064	4,728
Mair, Koszima	144,685	4,266	764
Mak, Rayman	88,130	2,161	-
Maki, Ross	140,597	10,445	-
Maloku, Tahir	171,126	27,988	3,826
Mandanas, Nikko	146,630	4,160	747
Mangat, Amy	145,123	4,119	1,925
Mankoo, Gurch	140,108	5,632	4,315
Manning, Ian	202,688	38,895	1,290
Marc, Marie-Liesse	83,978	6,421	92
Marchand, Rick	162,436	49,387	309
Marchioni, John	49,725	52,127	984
Marcos, Natalia	87,908	3,982	224
Marin, Emilian	56,096	36,688	603
Markovic-Mirovic, Natasha	107,486	1,943	610
Marsh, Alex	97,332	33,015	648
Marsh, Houston	111,612	2,326	5,988
Marshall, Eric	89,983	40,621	3,094
Marshall, Peter	94,651	24,298	5,446
Martin, Brian	125,926	26,041	3,912
Martin, Cliff	95,882	39,975	1,666
Martin, Dominic	76,734	2,422	1,457
Martin, Kelly	104,720	45,981	915
Martinovic, Nick	97,515	12,025	2,774
Marwick, Jeff	225,658	11,260	1,506
Masjoudi, Mahsa	83,226	2,529	2,730

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Mason, Ryan	141,806	4,769	520
Masoom, Shaheli	144,936	14,297	2,117
Masse, Ken	187,438	13,773	7,535
Matharu, Karanpreet	90,365	3,289	2,367
Matos, Juliana	87,156	1,597	165
Matos, Maria	122,245	3,420	4,284
Maung, Todd	103,301	50,106	314
Mawalagedara, Mithila	82,138	3,428	1,875
Mawji, Tamina	177,789	5,292	5,645
Mayers, Mike	139,832	63,126	2,750
Mayo, Erin	96,153	14,806	1,005
Mazarura, Daphne	92,191	2,360	1,644
Mazur, Jadwiga	94,355	1,602	-
Mazzucco, Sean	95,911	26,785	3,238
McAllister, David	94,928	42,338	1,418
McAuley, Chris	111,483	2,019	2,253
McBeath, Suzanne	107,306	1,941	302
McCall, Bretta	77,723	1,504	2,021
McClelland, Alex	94,229	5,270	7,405
McCormick, Martin	99,443	546	1,749
McCorquodale, Alex	73,469	3,465	4,764
McCorquodale, Rob	86,274	18,279	2,312
McCuaig, Amanda	205,256	7,106	40
McCulloch, Roxanne	99,673	24,479	2,288
McCurrach, Bill	77,108	17,214	6,684
McDonald, Brian	94,168	11,826	2,058
McGillivray, Deanna	68,045	15,176	431
McKague, Dave	118,583	9,112	2,563
McKnight, Halley	105,346	4,292	1,334
McLaughlin, Sean	130,937	5,333	2,484
McLean, Steve	111,257	10,210	611
McLean, Stuart	71,029	4,534	6,186
McMahon, John	162,397	5,705	5,204
McMann, Brad	105,508	17,260	1,778
McMaster, Tanya	103,898	2,978	539
McMichael, Mitch	21,087	138,908	97
McNeil, Scott	84,643	44,824	1,366
McNell, Heather	369,379	32,226	3,513
McPherson, Janet	90,932	1,644	-
Meawad, Hossam	118,474	18,223	6,726

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Medeiros, Jesse	132,840	13,307	-
Mei, Anny	85,154	3,289	1,364
Melanson, Joel	190,545	6,865	2,896
Meldrum, Colin	227,357	7,904	3,938
Mercado, Ralph	124,783	4,007	846
Mercer, Sean	121,328	3,841	3,496
Merkens, Markus	111,483	2,019	3,951
Merry, Cal	174,816	5,149	833
Messer, Aaron	97,843	3,027	899
Messere, Tony	130,820	78,401	2,074
Meyer, Craig	100,917	4,851	799
Michaelson, Jason	79,414	41,429	432
Micsoniu, Alex	98,723	9,344	5,580
Micsoniu, Rodica	162,897	6,994	121
Mijares, Mike	90,516	4,770	5,163
Miller, Darryl	104,589	15,892	2,207
Miller, Kyle	85,138	6,902	322
Miller, Nick	111,397	12,418	696
Mills, Richard	98,633	10,086	2,742
Mimick, Sara	75,945	2,808	1,841
Minato, Renato	71,371	17,235	10
Minhas, Jasneet	115,181	12,365	2,997
Minty, Heather	70,950	8,476	966
Miranda, Vernon	171,185	20,407	3,056
Mirchandani, Amar	86,977	1,590	259
Mita, Phil	144,992	4,157	1,577
Miyashita, Lotus	106,437	1,926	731
Moar, Kelvin	112,594	25,584	8,629
Mocnik, Josie	80,361	1,455	5,428
Mojak, Darrel	96,307	37,339	3,874
Molesworth, Brent	82,596	26,673	1,585
Momen, Zahra	111,483	7,512	-
Monkman, Robin	68,258	7,690	1,671
Montgomery, Jesse	176,675	23,076	2,220
Mooker, Sabina	78,944	9,041	2,396
Mooney, Bob	133,401	2,267	1,451
Moore, Kenneth	146,966	6,188	2,050
Moorsmith, Elizabeth	206,421	8,915	3,369
Morash, Steve	95,242	1,734	-
Morberg, Joey	100,180	16,063	3,973

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Moretto, Johanna	111,846	4,197	2,742
Morgan, Chandehl	79,024	1,951	1,729
Morrison, Jess	126,466	2,282	222
Morrison, Shanda	86,650	5,517	1,231
Mortazavi, Farshad	162,522	20,358	858
Mortezapour, Abdolreza	92,259	2,630	5,743
Morton, Ryan	73,167	11,169	2,917
Mucha, Frank	144,412	7,512	4,974
Mueckel, Trevor	97,750	9,470	1,773
Mugford, Megan	127,340	3,627	2,270
Mulzet, Debbie	107,826	5,293	793
Mundi, Jasdip	102,225	20,060	1,377
Muntasir, Sardar	125,711	3,875	2,517
Murillo, Carlos	104,157	3,263	237
Murray, Chris	72,915	4,610	2,755
Musana, Redgenald	144,964	4,116	1,264
Mushtuk, Jason	107,326	10,070	1,159
Mynott, Lydia	117,595	4,668	3,882
Na, Kun	75,221	801	5,188
Nair, Trina	121,848	5,495	4,894
Najafi, Nima	159,416	5,290	1,895
Nakashima, Lynda	106,437	12,232	1,754
Naqvi, Syed	122,304	4,102	2,648
Nateghi, Mehdi	144,686	4,112	1,535
Nava, Lorenzo	89,283	17,777	2,681
Navratil, Peter	312,654	21,824	14,005
Neale, Mike	91,088	17,822	603
Nees, Bronson	76,412	11,735	1,290
Nees, Roy	92,106	10,387	227
Nelms, Cheryl	312,654	24,864	11,092
Nelson, Tom	111,483	1,672	2,450
Nesci, Chris	155,435	8,615	96
Neuhaus, Stefan	102,795	29,826	3,050
Neumann, Nicholas	70,344	26,720	872
Neville, Glen	133,401	20,790	993
Newman, Tim	102,150	1,848	660
Ng, Ashley	97,239	3,430	1,334
Ng, Candace	103,197	1,921	924
Ngan, Rita	94,355	1,708	-
Ngaserin, Cindy	111,225	4,438	3,554

(1) Employees are paid bi-weekly, resulting in 26 pay cheques.
(2) Consists of benefits (i.e. dental, health) and one-time payments (i.e. overtime, banked vacation, and retroactive payments).
(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Ngo, Alan	141,667	9,380	811
Ngo, Vong	90,300	16,736	796
Nguyen, Jim	144,908	9,030	1,266
Nguyen, Raina	76,681	1,498	295
Nguyen, Sandra	81,509	2,482	2,673
Nguyen, Steve	145,047	4,238	1,146
Nguyen, Vinson	90,959	10,668	679
Nic Lochlainn, Ana	78,108	15,521	325
Nichol, Edward	124,304	2,556	11,114
Nichols, George	133,501	11,442	337
Nicol, Andrew	87,734	1,577	2,819
Nicol, Robert	104,939	8,494	674
Nicolls, Carol	111,483	2,019	5,796
Nieh, Rudolph	147,793	4,391	868
Nielsen, Tristan	88,788	13,572	3,585
Niewiero, Art	105,448	9,844	6,077
Nishimura, Ron	144,686	15,376	1,239
Nolan, Ken	77,626	15,365	209
Norton, Michael	181,245	5,121	1,439
Norton, Tyler	78,871	17,164	3,096
Norum, Carter	75,451	5,792	2,713
Nurdjaja, Joshua	90,692	2,525	1,639
Oberson, Graham	74,382	4,543	309
Obrknezev, Boris	85,743	1,674	977
Obwaha, Osvaldo	96,307	16,833	481
O'Connell, Meghan	93,607	1,810	-
Odenbach, Duane	144,685	4,112	1,054
Ogilvie, Fergus	113,663	29,959	717
O'Hanlon, Tommy	107,582	7,999	4,722
O'Hara, Judy	92,073	2,702	-
Okpikpi, Edirin	91,270	1,651	1,427
Olafson, Shawn	84,458	3,038	257
Olaniyan, Success	86,614	2,499	5,243
Oljaca, Goran	228,826	12,047	6,645
Olson, Mike	111,438	1,934	6,216
Onate, Cesar	144,686	6,207	1,554
O'Neill, Bruce	133,401	6,439	1,022
Orlichenko, Anna	100,647	1,555	776
Orrock, Kent	108,007	6,801	785
Ortega, Beatriz	78,759	1,553	767

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(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
O'Sullivan, Aine	102,504	3,926	687
O'Sullivan, Orla	81,070	2,482	1,919
Otomo, Koji	83,601	3,772	709
Overbury, Christa	76,947	6,531	6,526
Overton, Ken	105,404	3,103	1,545
Pachcinski, Marcin	175,723	7,443	1,831
Palmeri, Ben	103,534	19,159	1,873
Pandke, Eddie	152,010	7,046	10,228
Paquin, Marc	86,689	2,843	1,812
Parisi, Nicole	113,328	3,240	50
Park, Eleanor	80,204	3,450	-
Park, Mary	86,714	1,570	561
Parkinson, Linda	34,918	55,726	1,861
Parkinson, Scott	59,702	23,751	4,698
Parkinson, Yasemin	136,070	4,158	1,319
Parmar, Deepak	95,396	18,210	-
Parmar, Gurtej	111,373	3,434	944
Pascoa, Tony	101,499	11,020	2,500
Pattison, Tessa	75,874	2,273	871
Paul, Gin	85,740	1,553	167
Pavich, Jonathan	144,135	4,981	1,770
Pavitt, Kevin	103,774	35,362	993
Pavlovic, Pavle	85,451	2,463	1,124
Pawelec, Ania	127,087	3,623	2,630
Payne, Christine	83,232	1,248	160
Pearce, Tom	125,139	2,494	2,042
Pearson, Jeff	105,708	5,402	1,971
Pedersson, Taryn	85,140	2,849	3,413
Pelech, Sharon	132,474	36,696	4,728
Pellegrino, Briana	145,122	5,749	1,361
Pena, Rafael	71,280	17,222	4,007
Pendl, Sylvia	114,041	5,722	8,178
Penrose, Jim	121,744	3,474	2,002
Perfect, Jim	105,203	11,148	8,807
Perko, Veronika	80,398	2,602	551
Petersen, Doug	175,723	6,413	2,784
Petrov, Ivo	96,312	46,037	719
Phan, Wayne	142,794	4,717	4,238
Philippe, Denise	137,684	5,405	287
Pienaar, Alex	42,909	33,541	4,096

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(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Pillon, Kathy	79,900	4,566	798
Pirmoradi, Zhila	142,778	4,024	6,077
Pithwa, Rahul	100,243	1,814	4,088
Pitre, Marcel	189,426	5,389	1,540
Plavetic, Marie	107,605	11,514	1,741
Plotkin, Jeremy	134,298	3,917	514
Pocock, Alison	74,354	2,156	881
Podikov, Dasha	78,678	3,252	67
Podikov, Emil	84,134	41,041	1,203
Poelzl, Andy	146,056	4,281	692
Pokhrel, Anish	127,321	13,301	1,021
Polkinghorne, Andrew	100,392	8,080	1,898
Pon, Chuck	103,753	30,405	1,873
Pont, Andrea	75,525	8,174	-
Pook, Joseph	106,786	2,912	1,347
Poon, Daniel	77,289	1,399	-
Postulka, Michelle	136,067	12,924	742
Potter, Geoff	146,235	5,684	2,271
Potter, Leonard	84,408	27,017	1,085
Prazeres, Ed	71,218	39,343	3,258
Prazeres, Silvio	99,726	17,911	3,445
Preckel, Rosemary	82,766	2,450	2,428
Preece, Edward	125,237	3,569	2,260
Preston, Kathy	202,455	5,727	3,008
Procopation, Matt	134,894	16,080	925
Pucek, Tristin	76,548	3,734	-
Purewal, Jas	134,825	17,035	2,693
Purohit, Prashant	105,748	4,675	1,502
Purvis, Earl	92,418	4,178	154
Pyett, Andrew	99,981	10,255	2,822
Pyne, Karen	112,387	2,032	2,055
Qian, Mark	145,880	7,910	3,557
Qu, Howie	82,711	2,581	679
Quenneville, Glen	80,380	44,304	4,587
Quetua, Rey	139,811	3,961	4,162
Quinn, Cristina	104,087	1,881	716
Rabiei, Amir	144,908	4,115	3,843
Rae, Kaylan	83,457	8,455	4,427
Raetek, Rane	144,357	4,329	7,264
Rahman, Rebayet	127,087	3,623	2,548

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Raincock, Grant	101,502	6,960	923
Ramage, Andrew	102,160	70,265	1,403
Ramirez, Joanne	89,936	2,232	1,901
Ramsay, Kate	70,093	5,509	448
Ramusovic, Naser	58,696	22,363	3,360
Randhawa, Jivan	106,947	6,467	1,218
Ranu, Jaswant	162,710	9,614	2,012
Rasmussen, Kimberly	74,126	2,986	5,548
Ratajczak, Marek	197,496	5,573	2,591
Reck, Tanya	115,049	3,285	252
Redmond, Joshua	119,965	4,042	1,509
Redpath, Mike	225,658	19,886	5,056
Rehman, Abdul	100,834	16,350	3,296
Reichel, John	121,463	2,198	-
Reid, Brandon	72,252	21,704	4,719
Reid, Jordan	81,427	39,365	2,737
Reid, Ken	148,445	7,502	2,718
Reilly, Jason	98,820	55,619	3,790
Reniers, Paul	189,426	5,397	2,445
Reynolds, Conor	202,078	6,000	2,656
Reynolds, Rich	102,468	9,508	683
Ricci, Mary	127,465	3,629	2,941
Richards, Jordan	73,827	14,696	3,731
Richardsen, Ross	162,397	4,669	9,208
Richardson, Amanda	144,686	4,573	5,212
Richardson, John	103,193	11,916	709
Richter, Marina	120,033	4,297	704
Rikley, Kevin	108,523	27,734	2,271
Riley, Alan	98,462	12,970	2,012
Ritzman, Shellee	172,645	8,244	1,944
Rivkin, Olga	189,426	5,357	3,121
Roberge, Daniel	258,639	21,526	1,823
Roberge, Kevin	93,592	4,003	208
Roberts, Guy	144,686	3,665	901
Roberts, Haley	75,051	1,557	1,945
Robinson, Ron	93,197	34,075	501
Rochon, Aaron	70,749	10,044	-
Rodrigues, Jason	86,690	19,177	1,315
Roetman, Derek	94,640	13,395	1,302
Rogan, Conor	81,667	19,954	3,974

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Rogers, Trevor	98,007	3,139	584
Rollins, Leigh	145,000	4,117	3,950
Roots, Chad	74,969	7,729	9,908
Rosicki, Agnes	164,336	4,652	3,056
Ross, Dawn	114,051	14,762	3,551
Roth, Mike	149,124	12,960	987
Rotin, Jeff	90,516	1,358	350
Roud, John	91,839	15,430	4,038
Rouhani, Ali	162,397	4,605	981
Routbard, Nicole	96,144	2,847	14
Rozada, Pascale	116,189	2,103	7,687
Runciman, Andrew	126,551	3,615	520
Ruscitti, Tonia	152,246	4,836	5,056
Rutherford, Susan	198,500	5,613	3,445
Ryznar, Gord	73,889	17,162	3,772
Sabatini, Linda	205,430	10,550	3,909
Sabey, Dane	93,710	3,269	1,007
Sachdev, Michael	102,150	1,848	160
Sadrnourmohamadi, Mehrnaz	49,219	32,097	1,035
Safaei, Sahar	96,104	8,265	2,679
Sahota, Jindy	65,223	12,163	248
Sahota, Sabrina	107,104	3,064	1,469
Saidi, Leila	150,308	4,234	8,863
Sakata, Trina	90,516	1,638	799
Salamatinia, Babak	146,111	24,243	7,384
Salazar Soto, Angel	74,342	1,071	356
Saltman, Jennifer	132,143	3,679	2,276
Sanatizadeh, Arash	151,650	4,318	-
Sandhu, Harman	112,026	9,443	64
Sandhu, Kash	99,482	52,325	918
Sandhu, Shubhneet	126,884	3,681	54
Sandhu, Sukie	111,767	3,889	1,259
Sandhu, Tanisha	122,442	3,475	2,911
Sangalang, Ellen	96,144	1,779	1,804
Sangha, Jaspreet	147,881	4,234	2,059
Sanghera, Poonam	110,768	3,162	7,109
Sanghera, Randhir	149,106	4,223	160
Sanii, Sanam	159,939	5,354	787
Santos, Whitney	77,170	2,406	460
Sarbakhteh, Ashkan	72,127	12,112	1,209

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Sardashti, Mona	98,383	5,696	2,348
Sato, Melody	95,331	12,205	300
Sauer, Devin	103,207	2,798	1,156
Saunders, Bill	103,102	17,546	3,713
Savage, Hallan	86,952	31,616	4,919
Savage, Laen	100,939	48,832	1,688
Saw, Suan	122,281	3,815	983
Saxton, Julie	162,416	4,609	63
Scalena, Sabrina	166,813	5,276	307
Schaffrick, Steven	176,152	5,321	1,128
Schatz, Alison	118,618	6,043	8,409
Scheibelhut, Sarah	118,828	4,405	11,042
Schiedel, Brent	112,542	23,695	5,895
Schmidt, Daniel	71,509	14,417	283
Schmidt, Jeff	86,701	1,570	3,289
Schmidt, Rob	99,900	3,118	125
Schmidt, Travis	83,944	22,006	5,651
Schoner, Bronwyn	104,579	1,900	-
Schoyen, Jordan	131,726	5,583	6,499
Schwab, Nicolas	80,211	1,565	1,969
Sciarretta, Paolo	29,880	111,969	179
Scoffield, Trevor	107,122	4,835	2,058
Scott, Cory	81,441	24,336	1,183
Scott, Jason	69,596	11,116	3,675
Scott, Peter	80,866	477	124
Searle, Mike	175,723	5,723	2,090
Sebastian, Allen	142,595	10,892	1,354
Seinen, Mark	138,585	2,708	524
Sekar, Sathish	97,165	22,575	1,247
Sequeira, Roy	111,167	10,231	619
Serban, Florin	144,685	4,112	1,908
Sever, Charley	110,700	11,024	645
Sever, Steve	105,032	21,244	1,057
Sevold, Jeff	141,729	5,825	3,799
Sha, Elaine	78,323	2,268	2,960
Shafiee, Negar	105,648	20,252	3,537
Shah, Aditi	106,385	1,975	316
Shah, Mihir	96,583	44,382	2,339
Shahalami, Hassan	116,877	7,880	2,270
Shaheem, Zahid	136,493	46,177	5,648

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Shahnia, Shahriar	98,748	35,675	2,025
Shakibaei, Simon	189,426	5,377	4,886
Shakimova, Olga	111,483	2,019	2,603
Sham, Christopher	89,833	42,454	2,453
Shamshuddin, Alazhar	124,104	3,923	1,860
Shantz, Kevin	98,674	1,787	202
Shariff, Khaled	189,426	5,357	3,741
Sharma, Aby	170,603	11,259	1,200
Sharma, Rohit	86,690	37,984	2,325
Sharpe, Doug	157,305	21,375	1,599
Shaw, Anthony	169,684	60,855	8,146
Shea, Ian	99,628	32,104	1,554
Shears, Carolyn	146,665	4,480	3,201
Shears, Paul	144,686	5,720	1,183
Sheffield, David	126,466	1,933	228
Shen, Kate	89,258	2,693	1,852
Shen, Stanley	159,679	4,779	3,604
Sheridan, Conor	134,322	12,754	3,400
Shermer, Dorothy	190,259	8,572	64
Sherst, Lance	72,094	3,205	283
Sherwood, Tyler	95,120	9,289	4,416
Shi, Winnie	226,931	6,413	3,872
Shipalesky, Kevin	116,909	4,160	555
Shirazi-Zand, Shervin	144,818	25,157	3,190
Shishido, Craig	98,270	3,217	895
Shukla, Sankalp	99,374	16,064	738
Shulist, Meaghan	94,808	3,169	1,417
Shurety, Gillian	98,198	9,278	-
Sidhu, Parul	90,365	2,602	730
Sidi, Shelina	145,458	4,124	1,333
Siegrist, Bill	86,637	14,932	2,949
Siemens, Cory	95,438	26,554	2,150
Silivestru, Lucia	111,785	5,379	724
Silk, Taylor	79,472	39,578	1,287
Silva, John	101,908	9,943	172
Silva, Natasha	107,157	2,058	1,778
Simon, Silvio	98,773	13,470	2,539
Simpson, Sara	72,765	9,087	4,054
Sing, Carmen	90,365	2,657	3,554
Sing, Jim	161,601	4,570	6,717

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Singh, Avneet	81,493	40,456	3,455
Singh, Gaurav	112,270	2,047	1,363
Singh, Inder	205,256	31,142	3,332
Singh, Kabeer	109,117	21,065	660
Singh, Lipika	96,307	9,515	4,376
Singh, Michael	92,445	4,045	310
Singh, Paras	132,152	4,645	2,944
Singh, Tim	97,552	1,963	3,006
Singham, Vy	92,187	1,668	160
Sirajudeen, Shamem	79,385	6,889	10,691
Siu, Sylvania	94,551	7,443	1,481
Siu, Wanda	79,900	6,837	200
Sivarajah, Dayan	133,449	25,278	-
Skiba, Artem	132,747	4,107	5,068
Skilling, Bennett	93,716	25,243	2,649
Slater, Emma	155,057	28,994	5,834
Slater, Zoey	76,681	1,389	1,195
Smith, Brendon	98,752	5,102	1,150
Smith, Colby	69,992	12,563	3,568
Smith, Joe	162,585	4,608	4,115
Smith, Jonathan	101,570	28,755	3,479
Smith, Luke	100,672	6,643	1,313
Smith, Meaghan	106,947	6,166	766
Smith, Patrick	131,799	12,180	1,547
Sniezek, Laura	113,886	3,248	50
Snyder, Greg	90,615	4,354	40
So, Mandy	86,714	1,570	227
Sobering, Craig	121,346	2,196	2,349
Soluri, Joe	92,993	8,716	972
Somasunderam, Lani	160,978	31,059	1,951
Somers, Graham	85,835	23,498	2,060
Sommerville, Kent	73,602	2,494	1,112
Songa, Frank	98,940	29,303	2,403
Soper, Jay	111,483	2,246	792
Soquila, Regan	114,849	12,919	809
Sorensen, Ji Min	131,573	5,005	2,084
Sorensen, Stephen	154,879	5,369	2,534
Sorgiovanni, Roberto	80,448	6,778	5,667
Sourisseau, Paul	66,650	11,929	1,095
Sowlati, Taban	153,689	7,074	5,832

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Spillner, Patrick	134,219	16,376	1,261
Spires, Jeremy	113,421	4,981	1,631
Stanese, Georgeta	76,681	1,389	533
Stangroom, Sherine	89,789	2,485	1,169
Statham, Mike	88,102	36,701	1,544
Steglich, Nicole	130,956	14,704	1,756
Steunenberg, Hein	189,858	5,886	1,823
Stevenson, Michael	78,918	6,414	2,508
Steward, Jessica	104,338	3,740	379
Stewart, Andrew	90,540	39,393	2,574
Stewart, Carla	138,224	2,458	2,539
Sticea, Mihai	99,281	4,303	3,675
Stich, Sarah	90,365	3,702	2,303
Stier, Christopher	101,437	32,073	3,320
Stirling, Brad	126,543	3,748	5,424
Stiver, James	128,845	5,595	792
Stone, Spencer	86,492	16,748	2,298
Storry, Karen	163,241	4,618	1,040
Stradling, Barry	101,757	24,204	1,784
Stuetz, Tania	87,577	6,918	290
Styles, Michael	71,509	10,160	10
Su, Sean	96,390	21,853	5,585
Suchta, Joanna	132,905	3,904	2,993
Suleiman, Ben	171,474	2,896	520
Suley, Leah	90,959	1,645	6,715
Summers, Tarynne	257,844	25,268	1,775
Sun, Sunny	144,853	4,584	7,111
Sun, Thomas	144,982	4,117	1,519
Sung, Andrew	116,358	5,993	846
Sutton, Al	73,480	10,442	1,078
Svenhard, Clay	87,729	24,993	1,678
Swanlund, Glenn	144,685	10,202	610
Swanston, Jennifer	83,634	1,535	1,488
Szeto, Nelson	189,426	5,357	1,652
Sziklai, Riley	118,298	4,909	3,484
Tabrizi, Ellie	125,417	13,340	1,132
Tack, Ed	60,381	23,958	1,368
Taher, Dala	74,513	2,099	496
Tai, Damon	94,572	7,407	357
Tai, Vicky	86,850	9,959	6,181

(1) Employees are paid bi-weekly, resulting in 26 pay cheques.
(2) Consists of benefits (i.e. dental, health) and one-time payments (i.e. overtime, banked vacation, and retroactive payments).
(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Tailford, Geoff	78,671	2,681	450
Tam, Calvin	87,440	1,582	1,760
Tam, David	152,394	12,512	1,130
Tam, Flannan	144,686	4,759	1,339
Tan, Diondi	95,080	1,723	-
Tancon, Dan	148,414	4,792	-
Tandan, Sukhdev	89,711	35,769	3,527
Tang, Ivan	144,371	7,313	-
Tang, Loretta	79,562	1,539	3,734
Tang, Vaillant	144,685	4,112	4,288
Taponat, Marie	147,351	4,152	2,954
Tardiff, Cory	99,700	18,324	9,172
Tarves, Juanito	81,359	3,249	338
Tatla, Gurpreet	91,004	1,709	905
Taverner, Andrew	134,685	45,592	1,591
Tawfik, Nermine	153,365	4,556	470
Taylor, Laura	116,189	5,699	2,436
Taylor, Matthew	68,342	14,963	2,062
Tecson, Yvette	127,087	3,931	4,161
Teo, Dennis	161,095	13,886	4,065
Teo, Kim	105,134	13,751	1,623
Teo, Roy	90,516	2,158	1,348
Teo, Stefanie	141,690	4,026	6,086
Tercias, Ritchie	90,678	6,135	437
Terry, Mike	71,509	18,272	283
Thai, Amy	110,354	4,146	811
Thakar, Rina	214,946	5,941	4,010
Thiara, Manjit	76,943	2,251	-
Thibodeau, Mathieu	96,573	22,287	24
Thind, Sanveer	102,674	1,856	1,500
Thomas, Amitha	96,316	1,824	657
Thompson, Brynn	68,913	12,498	347
Thompson, Peter	92,194	12,758	237
Thomson, Brent	89,271	14,858	1,105
Thontepu, Sri Kalyan	130,880	3,797	1,419
Thorlacius, Bui	90,599	6,557	2,072
Thorseth, Naseam	74,150	1,388	377
Threadkell, Keith	180,687	5,287	589
Threlfall, Miranda	95,989	8,323	2,405
Ticehurst, Daniel	82,785	1,501	247

(1) Employees are paid bi-weekly, resulting in 26 pay cheques.
(2) Consists of benefits (i.e. dental, health) and one-time payments (i.e. overtime, banked vacation, and retroactive payments).
(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Tijman, Brendon	86,650	9,039	49
Tilley, Nikki	105,918	3,514	4,071
Tilton, Mike	86,475	25,341	1,916
Tilton, Robert	68,303	20,172	3,657
Timmons, Dayna	82,102	13,221	9,378
Ting, Cheryl	106,947	2,286	666
Tinsley, Mikayla	102,468	6,591	1,687
Tio, Joseph	98,860	3,077	1,352
Tipay, Rhonnel	90,720	11,762	1,080
Tong, Jen	92,394	2,783	1,076
Tong, Joshua	98,474	3,817	987
Tootchi, Leila	141,560	4,201	6,694
Toppings, Tyson	111,643	25,405	451
Torres, Matthew	114,955	3,298	2,591
Torres, Philip	142,139	12,446	2,233
Totten, Dan	70,310	21,799	96
Towill, Marilyn	312,654	19,010	6,036
Townsend, Lise	161,463	4,979	1,217
Trainor, Maureen	133,411	4,737	3,101
Tran, Angela	86,830	8,393	5,659
Tran, Nang	101,499	4,080	1,476
Trang, Paul	117,977	12,844	-
Tran-Neumann, Healina	106,947	18,936	603
Tremolada, Anthony	89,447	66,280	3,010
Trifkovic, Lilyana	76,474	1,888	-
Trommeshauser, Uwe	71,509	9,882	283
Tsang, John	101,342	15,035	24
Tsao, Patrick	87,142	5,760	3,201
Tseng, Kimmy	94,934	6,736	1,151
Tso, Vanessa	86,848	1,624	1,319
Tsui, Vicky	74,238	9,948	1,796
Tsundu, Nyima	145,020	4,183	7,735
Tu, Amy	98,105	4,412	1,035
Tugaine, Ann	82,232	2,079	833
Turtle, Kerry	93,546	890	170
Turzak, Chris	72,127	6,524	24
Tymm, Ingrid	110,896	2,079	332
Ufimtseff, Jacob	77,504	26,080	972
Underwood, Chris	193,836	5,471	2,642
Unger, Horst	144,686	2,170	788

(1) Employees are paid bi-weekly, resulting in 26 pay cheques.
(2) Consists of benefits (i.e. dental, health) and one-time payments (i.e. overtime, banked vacation, and retroactive payments).
(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Upton, Terri	105,606	9,563	572
Uy, Rodge	111,483	2,019	-
Uzicanin, Lejla	164,498	4,637	15,440
Vala, Jamie	174,994	5,247	6,044
Valou, Greg	109,516	1,982	-
Van Akker, Anne	157,780	22,248	335
Van De Keere, Derek	95,194	4,328	1,458
Van den Boogaard, Josh	107,174	33,190	6,297
Van Doorne, Kim	131,355	3,769	493
Van Oord, Ron	162,436	21,670	410
Van, Rei	92,852	1,732	1,503
Vandergaag, Jason	107,275	7,163	905
Vang, Touchue	81,896	28,517	2,846
Vargas, Sandy	93,522	2,686	-
Varn, Harji	296,774	23,698	16,466
Vas, Ernie	120,989	48,622	-
Vasquez, Edward	175,926	5,369	50
Veal, Stuart	100,819	49,901	1,170
Veenstra, Ted	134,348	7,592	1,842
Velazquez, Adriana	141,477	4,215	4,610
Venos, Miranda	77,998	4,271	1,703
Verbeke, Trevor	172,887	22,211	1,410
Verigin, Mikaela	128,820	3,749	5,929
Veters, Kim	68,009	10,706	431
Vidler, Lynne	163,530	4,644	4,387
Vieira, Denise	104,204	2,032	682
Vijayakumar, Kalai	88,764	1,941	2,812
Vike, Stephen	105,579	15,310	4,399
Virina, Shella	73,546	6,828	242
Visser, Richard	95,255	11,213	324
Vujicic, Bojan	98,270	1,779	868
Vukicevic, Biljana	144,992	5,706	1,143
Vukicevic, Sinisa	170,603	4,833	10
Vulama, Danica	157,452	4,456	790
Wackenreuther, Oliver	92,206	7,734	565
Wadhawan, Karan	136,279	3,992	1,606
Wagenaar, Jim	86,067	3,796	164
Wai, Yvonne	55,516	22,140	1,332
Wakelin, Darrell	118,409	5,208	449
Walkley, Simon	86,285	4,642	-

(1) Employees are paid bi-weekly, resulting in 26 pay cheques.
(2) Consists of benefits (i.e. dental, health) and one-time payments (i.e. overtime, banked vacation, and retroactive payments).
(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Wallis, Richard	134,568	26,021	109
Walsh, Dane	133,427	15,769	1,075
Walsh, Heidi	206,159	18,980	1,401
Wan, Curtis	142,304	17,184	1,506
Wang, Gavin	101,714	10,663	4,190
Wang, Kitty	83,232	1,507	251
Wang, Paul	141,269	4,562	1,542
Wang, Tai	139,223	4,268	2,360
Wang, Yi	139,803	3,978	9,932
Warren, Jason	151,017	6,572	3,262
Watson, Ron	82,924	13,826	1,895
Watt, Jason	92,810	3,459	1,261
Watt, Matt	97,010	16,499	1,451
Watts, Emmalee	76,475	1,059	116
We, William	86,871	1,519	3,831
Wears, Nicole	175,963	5,370	-
Webb, Nolan	100,831	41,152	3,183
Webber, Nate	149,297	4,253	646
Weber, Rosita	79,148	2,408	731
Weber-Concannon, Isabelle	120,249	3,848	921
Weerarathna, Ravin	117,520	10,867	-
Wei, Ho-ping	178,774	9,009	784
Weishuhn, Rob	69,043	6,776	960
Weiss, Amy	111,483	2,019	4,735
Wejkszner, Tommy	81,327	29,339	3,117
Welgan, Kristen	107,021	1,936	579
Wellman, Mark	163,033	13,367	5,720
Wellman, Sarah	162,397	6,692	5,111
Wells, Jay	86,690	15,246	194
Wells, Mike	111,020	14,905	2,138
West, Reid	47,914	30,261	7,794
Westhora, Gary	97,786	7,507	796
Wharton, Ben	73,932	2,958	208
Wheeler, Judith	80,847	13,315	456
White, Stephen	69,588	12,343	1,800
Whyte, Nicholas	124,862	36,929	2,522
Wigwe, Kelechi	124,135	3,540	2,753
Williams, Brett	57,646	27,143	87
Williams, Callan	96,693	1,750	500
Williams, Jennifer	106,257	3,536	30

(1) Employees are paid bi-weekly, resulting in 26 pay cheques.
(2) Consists of benefits (i.e. dental, health) and one-time payments (i.e. overtime, banked vacation, and retroactive payments).
(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Williams, Owen	107,396	6,458	2,966
Williamson, Ian	94,928	1,717	2,735
Williamson, Lisa	108,811	3,115	859
Wilson, Conor	61,988	13,216	2,966
Wilson, Peter	100,455	23,361	3,916
Wilson, Peter	68,710	10,969	-
Wilson, Robin	78,541	1,504	-
Winslade, Peyton	107,211	3,904	276
Wittwer, Yannick	141,870	15,296	1,652
Wolfe, Brayden	70,954	7,705	3,551
Wolgram, Alden	78,347	7,986	2,441
Wong Hen, Tony	114,655	6,524	1,361
Wong, Alice	86,772	3,009	1,265
Wong, Alicia	103,612	2,188	50
Wong, Brandon	87,880	40,538	1,346
Wong, Casey	171,896	4,855	7,760
Wong, Cori	144,825	5,267	2,140
Wong, Felice	90,365	2,602	9,370
Wong, Ivy	118,931	3,279	2,540
Wong, Jennifer	162,787	7,221	819
Wong, Kaitlin	96,273	2,819	5,024
Wong, Melissa	85,717	2,473	1,922
Wong, Michael	133,401	9,402	1,467
Wong, Rachel	85,173	2,698	2,701
Wong, Rose	105,056	1,901	40
Wong, Teddy	91,950	1,772	1,352
Woo, Chris	166,455	4,879	9,970
Wood, Bonnie	141,162	4,014	3,058
Wood, Devon	92,177	2,866	892
Wood, Megan	145,882	4,899	2,535
Worcester, Robyn	111,483	2,019	6,781
Worsley, Michael	49,920	36,614	8,672
Wright, Geoffrey	119,522	4,922	4,482
Wu, Alec	90,023	2,591	5,132
Wu, Claudia	144,825	4,748	2,133
Wu, David	125,782	3,602	2,628
Wu, Julia	127,542	7,979	2,214
Wu, Ringo	105,589	22,878	2,306
Wu, Thomas	162,960	9,488	5,291
Xiao, Wen	162,710	4,610	1,018

(1) Employees are paid bi-weekly, resulting in 26 pay cheques.
(2) Consists of benefits (i.e. dental, health) and one-time payments (i.e. overtime, banked vacation, and retroactive payments).
(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Xiong, Anrish	96,265	3,004	742
Xiong, Lee	101,009	55,019	2,895
Xu, Diana	86,714	2,005	59
Yager, Brent	109,414	36,448	3,450
Yager, Elvina	84,677	1,540	604
Yamada-Bagg, Garrett	86,419	22,523	4,450
Yamamoto, Jessica	88,961	3,001	1,559
Yan, Carol	152,951	5,314	1,156
Yan, Kate	125,513	3,749	1,400
Yang, Andy	94,687	4,381	8,768
Yang, Daniel	144,686	9,434	3,957
Yang, Jei	75,657	11,619	31
Yang, Lindy	141,127	7,260	8,067
Yang, Tom	105,508	5,978	1,644
Yap, Anthony	116,959	48,765	4,684
Yar, Hamid	81,874	1,559	1,596
Yau, Angela	106,713	3,053	2,473
Yazdanpanah, Helia	160,763	9,666	520
Yazdi, Mo	86,142	2,590	442
Ye, Connie	49,230	42,147	462
Yee, Stephen	95,295	13,211	266
Yeung, Eugene	159,678	43,395	1,426
Yik, Susanna	104,752	7,611	5,196
Yin, Min	112,237	3,143	1,459
Yoshida, Taylor	76,626	31,712	2,883
Young, Jeff	110,998	23,153	940
Young, Sandy	114,681	3,347	1,553
Yousefi, Maryam	90,258	3,638	1,291
Yu, Brian	98,270	11,372	1,525
Yu, Percy	161,294	13,595	1,999
Yuen, Rachel	83,972	2,423	1,172
Yung, Peter	106,947	2,007	732
Yutuc, Elvin	143,155	4,838	4,076
Zajac, Michal	62,921	19,975	1,973
Zakipour, Negar	164,482	4,574	2,570
Zaremba, Lillian	171,195	4,873	5,390
Zavislak, Sean	77,904	13,431	942
Zemcov, Clare	162,258	4,603	3,631
Zerbe, Johann	96,287	1,787	656
Zhang, David	106,947	2,402	3,021

(1) Employees are paid bi-weekly, resulting in 26 pay cheques.
(2) Consists of benefits (i.e. dental, health) and one-time payments (i.e. overtime, banked vacation, and retroactive payments).
(3) Includes business related expenses for training, travel, mileage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Employees

Name	Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Zhang, Patrick	114,659	3,811	1,619
Zhang, Terry	94,049	2,700	3,035
Zhao, Shuang	68,499	7,688	1,240
Zhao, Wei	116,189	3,665	4,407
Zheng, Dana	170,207	8,012	13,102
Zhou, Lei	124,270	3,544	5,950
Zhou, Tony	142,249	4,066	2,174
Zibin, Nicholas	113,436	13,936	2,688
Zimka, Colin	89,839	45,706	4,248
Zimmer, Glen	102,468	9,036	-
Zimmermann, Brianne	99,564	4,830	2,672
Zingeler, Jeff	83,458	1,771	2,703
Zolkiewski, Rick	153,086	24,366	3,003
Zordan, Lena	150,560	4,305	1,172
Zou, Junhao	144,686	6,791	5,902
Zowghi, Pooyan	113,393	17,097	7,197
	192,721,244	**18,984,039**	**4,070,835**
Total for employees with remuneration of $75,000 or less	**26,197,087**	**3,206,955**	**692,782**
	$ 218,918,331	**$ 22,190,994**	**$ 4,763,617**

(1) Employees are paid bi-weekly, resulting in 26 pay cheques.
(2) Consists of benefits (i.e. dental, health) and one-time payments (i.e. overtime, banked vacation, and retroactive payments).
(3) Includes business related expenses for training, travel, mileage, and memberships.

Schedule 3

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Reconciliation of Remuneration to Financial Statements

Total Remuneration - Schedule of Remuneration and Expenses:

Employees (per Schedule 2)		
Base Salary	$ 218,918,331	
Taxable Benefits and Other	22,190,994	
Members of the Board of Directors and Elected Officials (per Schedule 1)	1,613,683	
	$ 242,723,008	

Total Salaries and Benefits per Consolidated Statement of Operations:		
(Financial Statement Note 20a - Segmented information)	$ 253,141,651	
Items included in Consolidated Statement of Operations but not in Schedules 1 and 2:		
Employer paid corporate benefits	(50,667,753)	
2024 salaries and benefit accruals*	(38,841,133)	*
Amounts paid for temporary services	(1,168,051)	
Items included in Schedules 1 and 2 but not in the Consolidated Statement of Operations:		
Salaries and benefits capitalized and included in tangible capital assets		
(Financial Statement Note 20 - Segmented information)	46,610,000	
2023 salaries and benefits accruals*	33,648,293	*
	$ 242,723,008	

* For financial statement purposes, accrued employee wages and benefits are included in the financial statements, but are not reflected in remuneration paid to employees.

Schedule 4

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2024
Statement of Severance Agreements

There were fourteen severance agreements under which payments commenced between the Metro Vancouver Regional District and its non-unionized employees during fiscal year 2024. These agreements represent from 1 to 24 months of compensation.

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
For the year ended December 31, 2024
Payments to Suppliers in CAD Currency

Supplier Name	Payment Amount
A. CRAIG & SON PAINTING	$ 42,121
A. LANFRANCO & ASSOCIATES	381,054
A.B.E. LOGGING LTD	271,405
A.R. HYTECH ENGINEERING LTD	1,096,737
A.R.M.S. MANUFACTURING LTD	85,907
A.R.THOMSON GROUP	231,665
A.W.FIREGUARD (1991) LTD	40,641
ABB INC	1,010,264
ABRAHAMSON & ASSOCIATES CONSULTANTS LTD	44,853
ABSOLUTE CONCRETE REPAIR & INJECTION	127,630
ABSOLUTE INDUSTRIAL MECHANICAL LTD	74,400
ACADIAN METALS & FASTENERS LTD	194,777
ACCESS INFORMATION MANAGEMENT OF CANADA ULC	65,041
ACCESS WELDING & COATING INSPECTIONS LTD	246,068
ACH MECHANICAL LTD (1181806 BC LTD)	31,674
ACKLANDS - GRAINGER INC	178,286
ACTION GLASS LTD	125,757
ACTIVE PIPE WELDING INC	81,876
ACUREN GROUP INC	2,707,053
ADS ENVIRONMENTAL TECHNOLOGIES INC	898,397
ADVANCED SYSTEMS ROOFING & WATERPROOFING	34,653
AECOM CANADA LTD	45,776,624
AEROQUEST MAPCON INC	227,987
AEROTEK ULC	244,479
AFFINITY STAFFING INC	424,624
AGILENT TECHNOLOGIES CANADA INC	225,996
AGILITY PR SOLUTIONS CANADA LTD	41,110
AGILYX SOLUTIONS LIMITED	151,804
AGL ON-SITE SOLUTIONS INC DBA HIREAIR	37,430
AI XIA HAO	1,629,383
AIDAN CHIN	41,130
ALAN D. RUSSELL, PROJECT & CONSTRUCTION MANAGEMENT CONSULTANT	37,429
ALEXANDER HOLBURN BEAUDIN & LANG	108,721
ALFA LAVAL INC	181,227
ALL HARMONY FINANCIAL SERVICES LTD	6,109,534
ALL ROADS CONSTRUCTION LTD	212,178
ALL SEASONS DEVELOPMENT LTD	235,254
ALLCAN DISTRIBUTORS	66,925
ALLTECK LIMITED PARTNERSHIP	26,744
ALMA PLUMBING & HEATING LTD	877,391
ALPHA TECHNOLOGIES LTD	34,230
ALS CANADA LTD	287,097
ALSTAD HVAC	38,157
ALTIS RECRUITMENT & TECHNOLOGY INC	224,781
ALTISHR	313,191
ALUMASAFWAY, INC	64,150
AMERESCO CANADA INC	41,484
AMERICAN PROCESS GROUP A DIVISION OF CCS	8,094,204

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
For the year ended December 31, 2024
Payments to Suppliers in CAD Currency

Supplier Name	Payment Amount
AMRE SUPPLY COMPANY LIMITED	112,865
AMTG CONSULTING LTD	310,871
ANACONDA SYSTEMS LIMITED	276,416
ANDREW SHERET LTD	46,977
ANGUS & ASSOCIATES	453,407
ANNACIS WASTE DISPOSAL CORP.	917,342
ANVIL CENTRE	80,288
AON REED STENHOUSE INC	571,993
APPARELIMAGE SERVICES	26,296
APPLE COMPUTER	394,817
APPLEONE SERVICES LIMITED	215,204
AQUA VAC SEWER & DRAIN LTD	79,601
AQUA-AEROBIC SYSTEMS INC (CDN$)	3,957,826
AQUACOUSTIC REMOTE TECHNOLOGIES INC	737,784
AQUATIC INFORMATICS INC	37,270
ARBOR PRO TREE SERVICES LTD	40,058
ARBORICULTURE CANADA TRAINING &	72,818
ARBUTUS WEST AGENCY LTD	43,818
ARCADIS PROFESSIONAL SERVICES (CANADA) INC	274,461
ARCHER SEPARATION INC	76,469
ARCOSE CONSULTING LTD	137,466
ARGO SAFETY SERVICES LTD	352,138
ARGO TRAFFIC MANAGEMENT LTD	37,677
ARMOR ALLOYS BC LTD	30,309
AROUND THE BEND MEDIA SERVICES LTD	58,747
ARROW SPEED CONTROLS LTD	354,855
ARROW TRANSPORTATION SYSTEMS INC	33,965,483
ARTECH ELECTRIC LTD	131,482
ASHO SERVICES INC	147,952
ASI GROUP LTD	1,010,125
ASI MARINE	49,099
ASL ENVIRONMENTAL SCIENCES INC	80,288
ASQ BUILDING	99,661
ASSEILY, ROBERT & THE ESTATE OF ELIE M. ASSEILY	5,493,622
ASSERTIVE EXCAVATING AND DEMOLITION LTD	282,748
ASSOCIATED ENGINEERING (B.C.) LIMITED	2,773,933
ASY CONSULTING INC	64,192
ATARA EQUIPMENT LIMITED	36,940
ATLAS COPCO COMPRESSORS CANADA	216,769
ATLAS POWER SWEEPING LTD	87,537
AUSENCO ENGINEERING CANADA INC	3,245,970
AUTOMOTIVE RESOURCES INTERNATIONAL	1,515,195
AVENSYS SOLUTIONS INC	32,163
AVENUE MACHINERY CORP.	1,329,525
AVISON YOUNG PROPERTY MANAGEMENT (BC) INC	64,299
AVOCETTE TECHNOLOGIES INC	239,714
AWAREBASE CORP.	154,875
AWC PROCESS SOLUTIONS LTD	66,475

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
For the year ended December 31, 2024
Payments to Suppliers in CAD Currency

Supplier Name	Payment Amount
AWQS CONSULTING	41,633
B&B CONTRACTING LTD	12,654,686
B.A. BLACKWELL & ASSOCIATES	31,916
B.C. CONVEYING MACHINERY LTD	93,705
BANK OF MONTREAL	50,644
BARNESCRAIG & ASSOCIATES	69,192
BARRY-HAMEL EQUIPMENT LTD	25,358
BBA ENGINEERING LTD	280,212
BC COMMUNICATIONS INC	87,832
BC CONSERVATION FOUNDATION	88,718
BC EARTH EXCHANGE	215,956
BC HYDRO AND POWER AUTHORITY	21,552,921
BC MUNICIPAL SAFETY ASSOCIATES	119,366
BCD HOLDINGS LTD	47,510
BCIT	35,771
BD HALL CONSTRUCTORS CORP	18,992,002
BDO CANADA LLP	158,550
BEAVER ELECTRICAL MACHINERY LTD	351,383
BEHRENS AND ASSOCIATES, INC	45,658
BELIEVECO:PARTNERS LTD, DBA ARGYLE	137,756
BENCHMARK ESTATE (2009) LTD.	1,370,000
BENNETT JONES LLP	52,401
BENNETT MECHANICAL INSTALLATIONS (2001) LTD	4,699,147
BEST BUY	63,142
BESTWAY FLOORING LTD	47,513
BGC ENGINEERING INC	35,483
BGD CONTRACTING LTD	182,623
BGE INDOOR AIR QUALITY	34,062
BHD INSTRUMENTATION LTD	35,824
BINNIE LAND SURVEYING LTD	51,682
BIOLOGICA ENVIRONMENTAL SERVICES	26,781
BIOMAXX WASTEWATER SOLUTIONS INC	149,476
BIOREM TECHNOLOGIES INC	59,296
BIOTAGE	38,642
BIRCO ENVIRONMENTAL LTD	179,318
BIRDSEYE OFFICE FURNITURE AND DESIGN	83,136
BKL CONSULTANTS LTD	49,182
BLACK TUSK HELICOPTER INC	86,689
BLACKRIDGE REAL ESTATE INVESTMENT FIRM	42,676
BLACKRIDGE SOLUTIONS INC	340,838
BLUE MOUNTAIN SERVICE LTD	37,051
BLUE PINE ENTERPRISES LTD	127,270
BNAC ENVIRONMENTAL SOLUTIONS	34,260
BOLLMAN ROOFING & SHEET METAL LTD	38,686
BREAD & CHEESE CO	26,432
BRENNTAG CANADA INC	8,577,226
BRIDGE ELECTRIC CORP.	31,840
BRITCO BOXX LP	51,388

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
For the year ended December 31, 2024
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Supplier Name	Payment Amount
BROOKLUND TECHNOLOGIES INC	64,050
BROOKS CORNING COMPANY LTD	27,475
BROWN AND CALDWELL CONSULTANTS CANADA	11,169,296
BROWN AND OAKES ARCHAEOLOGY	72,272
BUNT & ASSOCIATES ENGINEERING LTD	57,666
BUREAU VERITAS CANADA (2019) INC	276,188
BURLEY BOYS TREE SERVICE LTD	27,804
BURNABY CITY OF	4,134,780
BURNABY TRAFFIC LTD	330,934
BURRARD TRANSPORT LTD	41,195
BURRARD-CHILCO PARTNERSHIP	29,377,825
BUSY-BEE SANITARY SUPPLIES	33,100
C.G. INDUSTRIAL SPECIALTIES LTD	51,801
CADENCE SOLUTIONS INC	31,238
CALVIN LOOMIS DBA AIR EXPERTS	35,526
CAMFIL CANADA INC	100,549
CAMFIL FARR	46,648
CANADA COMPUTERS	25,857
CANADA POST	70,698
CANADIAN DEWATERING LTD	882,069
CANADIAN NATIONAL RAILWAYS	834,333
CANADIAN PACIFIC RAILWAY	44,503
CANADIAN TIRE	84,081
CANADIAN WATER NETWORK	75,000
CANCO CRANES & EQUIPMENT LTD	89,808
CANFORCE PEST CONTROL	134,080
CANOE PROCUREMENT OF CANADA	350,181
CANPAC MARINE SERVICES INC	29,006
CANSTAR RESTORATIONS LP	574,405
CANWEST CONCRETE CUTTING BC CORP.	153,412
CAPITAL GREEN LANDSCAPES LTD,	640,108
CARAHSOFT TECHNOLOGY CORP.	31,808
CARMICHAEL ENGINEERING LTD	89,200
CAROLLO ENGINEERS CANADA, LTD	7,490,123
CARSCADDEN STOKES MCDONALD ARCHITECTS INC	203,621
CARTER GM	79,721
CASCADE TENT RENTALS	34,829
CASCADIA STRATEGY CONSULTING PARTNERS	27,434
CASSELS BROCK	418,463
CATERTRAX	365,055
CB PROCESS INSTRUMENTATION & CONTROLS	1,279,538
CC EQUIPMENT SALES LTD	40,163
CCI COMBUSTION CONTROL INC	286,088
CD NOVA	244,718
CDM SMITH CANADA ULC	10,701,482
CDW CANADA CORP.	2,184,253
CEATI INTERNATIONAL INC	47,145
CEM CORPORATION	41,197

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
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Supplier Name	Payment Amount
CENTRA CONSTRUCTION LIMITED	358,244
CENTRIX CONTROL SOLUTIONS	102,662
CH2M HILL CANADA LIMITED	31,517,091
CHAMCO INDUSTRIES LTD	94,250
CHARGED INSTALL SERVICES INC	25,269
CHARTER TELECOM INC	126,360
CHARTWELL RESOURCE GROUP LTD	42,998
CHEMTRADE CHEMICALS CANADA LTD	2,726,500
CIMA CANADA INC	139,847
CINTAS CANADA LTD	261,785
CIRCULAR ECONOMY TECH INC	70,568
CITADEL ROOFING & BUILDING MAINTENANCE LTD	210,853
CITY ELECTRIC SUPPLY	62,483
CITY OF NEW WESTMINSTER	46,153
CITYWIDE PLUMBING, HEATING & DRAIN CLEANING LTD	33,929
CIVIC LEGAL LLP	134,685
CIVIL SPACE ENGAGEMENT INC	55,104
CLARK WILSON LLP	160,479
CLARUSO CREATIVE	175,414
CLEAR PROPERTY SERVICES LTD	69,404
CLEARTECH INDUSTRIES INC	177,764
CLEARWAY CONSTRUCTION INC	6,014,127
CLOVERDALE PAINT INC	33,286
COASTAL PACIFIC LANDSCAPING LTD	403,491
COBING BUILDING SOLUTIONS LTD	25,177
CODE ELECTRIC PRODUCTS LTD	223,073
COLLIERS PROJECT LEADERS INC	2,879,703
COLLINGWOOD APPRAISALS LTD	70,182
COLOGIX, INC	35,779
COLUMBUS CONSTRUCTION & RESTORATION LTD	255,825
COMBINED PAINTING (1985) LTD	27,061
COMCOR ENVIRONMENTAL LIMITED	341,294
COMMISSIONAIRES BC	654,844
COMPLETE SECURITY INSTALLS	165,359
COMPUGEN INC	27,745
CONCEPT CONTROLS	28,886
CONCORD EXCAVATING & CONTRACTING LTD	674,866
CONCORD PARKING LTD	199,109
CONNEXUS INDUSTRIES INC	150,318
CONTEMPORARY OFFICE INTERIORS LTD	50,782
COOL FLOW MECHANICAL REFRIGERATION HVAC LTD	74,832
COOPER EQUIPMENT RENTALS	47,218
COQUITLAM CITY OF	479,290
CORDILLERAN GEOSCIENCE	48,300
CORE6 ENVIRONMENTAL LTD	32,322
CORIOLIS CONSULTING CORP.	141,879
CORPORATE COURIERS LTD	333,956
CORROSION SERVICE COMPANY LTD	499,138

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
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Supplier Name	Payment Amount
CORWEST FABRICATIONS LTD	138,080
COSTCO WAREHOUSE	39,066
COVANTA BURNABY RENEWABLE ENERGY INC	28,902,832
CPCS TRANSCOM LIMITED	161,955
CREATIVE DOOR SERVICES LTD	104,745
CROWN COFFEE COMPANY	61,638
CRS COMMERCIAL CARPET MAINTENANCE	31,701
CTG I LLC DBA CLEANTECH GROUP	43,500
CULLEN DIESEL POWER	419,717
CUMMINS CANADA ULC	159,009
CUSTOM AIR CONDITIONING LTD	462,335
CUSTOM BLACKTOP CO	42,805
CWA ENGINEERS INC	44,964
CWPC PROPERTY CONSULTANTS LTD	37,832
CWWA	25,346
DALLAS WATT DEMO LTD	36,344
DAN´S FORKLIFTS LTD	69,012
DARKTRACE HOLDINGS LIMITED	171,593
DARYL-EVANS MECHANICAL LTD	117,114
DATAMINR INC	26,250
DAVE CLANCY	269,076
DAVEY TREE EXPERT CO. OF CANADA LIMITED	36,440
DAVID HENDERSON PRODUCTION & POST	48,446
DAVIDSON TRUK TOW LTD	199,518
DAWSON TRUCK REPAIRS LTD	42,626
DC TREE SERVICES LTD	84,478
DEAGLE, ROBERT JAMES & CHRISTINE ANN	140,000
DECENT PAINTING & DECORATING LTD	349,102
DEEPAK MANAGEMENT LTD	440,551
DEFIANCE EQUIPMENT LTD	520,479
DEKOR GLASS (1996) LTD	29,954
DELL CANADA	3,521,141
DELOITTE LLP	4,678,105
DELTA CITY OF	4,386,772
DELTA AIRPARK OPERATING COMMITTEE	264,158
DELTA SCIENTIFIC	49,152
DELVE UNDERGROUND	357,549
DESJARDINS FINANCIAL SECURITY	3,215,743
DEXTERRA INTEGRATED FACILITIES MANAGEMENT DBA 10647802 CANADA LIMITED	37,906
DEZURIK OF CANADA	615,666
DHI WATER & ENVIRONMENT	1,111,192
DIAMOND HEAD CONSULTING LTD	475,323
DIGIBC	31,500
DIGITAL LIGHT PRODUCTIONS	33,845
DILLON CONSULTING LTD	546,129
DINSMORE, GEORGINA	1,187,500
DIRECT EQUIPMENT WEST LTD	333,085
DKC DIGI KEY CORP	47,490

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Supplier Name	Payment Amount
DLA PIPER (CANADA) LLP	45,723
DOBNEY FOUNDRY LTD	171,705
DOMINIC SYSTEMS LIMITED	40,113
DRAGON VENTURES LTD	152,568
DRAKE EXCAVATING LTD	30,482
DREAM WIZARDS EVENTS LTD	75,898
DRIVING FORCE INC	440,653
DRIVING UNLIMITED	37,191
DRONELOGICS SYSTEMS INC	33,484
DS TACTICAL LTD	88,381
DSA MEDIA	1,342,238
DUNNE ENTERPRISES LTD	47,424
DUNSKY/ENERGY CONSULTING/ 6893449 CANADA INC	109,595
DYNAMIC EQUIPMENT RENTALS LTD	44,439
E.B. HORSMAN & SON LTD	267,836
EAGLE WEST CRANE & RIGGING	62,041
EARNSCLIFFE STRATEGY GROUP	130,830
EARTH VAC ENVIRONMENTAL LTD	586,823
EBARA HG ULC	28,918
EBB ENVIRONMENTAL CONSULTING INC	149,272
EBBWATER CONSULTING INC	55,667
EBCO INDUSTRIES LTD	113,841
EBSCO CANADA LTD	66,739
E-BUILDER, INC	852,500
ECHO ECOLOGICAL ENTERPRISES	75,132
ECO-COUNTER	40,866
ECOFISH RESEARCH LTD	550,922
E-COMM EMERGENCY COMMUNICATIONS	5,947,592
ECONOMIC MODELING LLC	64,704
EECOL ELECTRIC INC	82,792
EFFLUENCY LLC	26,341
EFS E-FORENSIC SERVICES	30,665
ELEMENTAL ARCHITECTURE AND INTERIORS INC	92,971
ELEVATE SEARCH GROUP	94,175
ELLA ADVISORY SERVICES	70,253
EMB MANAGEMENT LTD	29,317
EMCO CORPORATION	123,365
EMIN´S RENOVATION LTD	502,207
EMNET LLC	25,931
EMTERRA ENVIRONMENTAL	31,169,200
ENCOMPASS ELECTRICAL SOLUTIONS LTD	172,459
ENDRESS+HAUSER CANADA LTD	210,750
ENERMAX MOUNTAIN MANUFACTURING LTD	204,478
ENGAGING MINDS CONSULTING LTD	212,228
ENGINEERED CONTAINMENT INC	54,777
ENKON INFORMATION SYSTEMS INC	53,288
ENNREGS ENVIRONMENTAL LIMITED	38,367
ENTUITIVE CORPORATION	124,984

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
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Supplier Name	Payment Amount
ENVIROBRIDGE CONCEPTS INC	71,344
ENVIRO-VAC	31,784
ENVIROWEST CONSULTANTS INC	34,178
ERNST & YOUNG LLP	26,434
ESOLUTIONSGROUP LIMITED	36,960
ESRI CANADA LIMITED	379,085
ESSENTIAL ACQUISITION SERVICES INC	57,402
ETS TRUCK SHUTTLE LTD	229,669
EUREST DINING SERVICES	142,417
EVAN CROWE PRODUCTIONS INC	66,682
EVOQUA WATER TECHNOLOGIES LTD	224,071
EXACT FACILITY SERVICES	117,737
EXCEL ADVISORY SERVICES LTD	471,744
EXCEL DRAPERY INSTALLATIONS LTD	74,644
EXCEL SCAFFOLD SOLUTIONS LTD	774,314
EXECUTIVE LOCK & SAFE LTD	133,939
EXP SERVICES INC	296,606
EXPRESS CUSTOM TRAILER MANUFACTURING	80,504
EZ STEEL INC	78,742
F.H. BLACK & COMPANY INCORPORATED	86,820
FABCO PLASTICS WESTERN (B.C.) LIMITED	42,782
FALCON EQUIPMENT LTD	45,966
FASTEEL INDUSTRIES LTD	29,427
FASTENAL COMPANY	60,625
FASTSIGNS	134,347
FILTERPRO SERVICES CANADA LTD	76,892
FINA ELECTRICAL SYSTEMS LTD	697,881
FINN SHAUN	28,361
FINNING INTERNATIONAL INC	3,372,332
FIRST AID & SURVIVAL TECHNOLOGIES	40,199
FISHER SCIENTIFIC	185,686
FIVESTAR MOTORSPORTS LTD	446,691
FIX AUTO	30,458
FLEETWOOD DISPOSAL LTD	100,188
FLOCOR INC	908,881
FLYNN CANADA LTD	117,139
FOODMESH DBA MESH EXCHANGE INC	107,625
FORESEESON EVSE TECHNOLOGY INC	157,177
FORT MODULAR INC	111,438
FORTHRIGHT SOLUTIONS INC	56,469
FORTISBC ENERGY INC	2,280,058
FOUR T HOLDINGS LTD	1,650,000
FRASER BURRARD DIVING LTD	307,030
FRASER DELTA GROUP	417,733
FRASER RIVER PILE & DREDGE LTD	997,770
FRASER VALLEY EQUIPMENT LTD	281,819
FULFORD HARBOUR CONSULTING LTD DBA FULFORD CERTIFICATION	56,543
G M BALLARD AND ASSOCIATES LTD	34,170

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
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Supplier Name	Payment Amount
G S DHESI & ASSOCIATES LTD	39,884
G.S. BHULLAR TRUCKING	38,931
GALL LEGGE GRANT ZWACK LLP	135,328
GARNETT WILSON REALTY ADVISORS LTD	51,850
GARTNER INC	175,225
GEAR EQUIPMENT INC	68,292
GENIFUEL CORPORATION	51,508
GEOCYCLE CANADA INC	75,355
GEOPACIFIC CONSULTANTS LTD	79,111
GEOSCAN SUBSURFACE SURVEYS INC	85,004
GEOTRAC SYSTEMS INC	150,360
GETSET SOLUTIONS LTD	42,020
GFL ENVIRONMENTAL INC	14,350,109
GHD LIMITED	2,450,313
GIFFORD ELECTRIC LTD	533,026
GLEAM BUILDING MAINTENANCE LTD	115,250
GLOBAL CONTAINER CORPORATION	32,203
GLOBE FACILITIES SERVICES LTD	86,385
GOLDEN GLOBE CONSTRUCTION LTD	213,326
GOLDER ASSOCIATES LTD	2,367,650
GOLSORKHI, HAMED ASA	102,062
GOODER HOLDINGS (1968) LTD	33,000
GOODWYN ENTERPRISES (2015) LTD., INC., NO. BC1056275	320,461
GOWLING WLG (CANADA) LLP	500,000
GRAHAM INFRASTRUCTURE LP	742,761
GREATPACIFIC CONSULTING LTD	529,867
GREEN ANALYTICS CORP.	180,056
GREEN GRADUATES EXTERIOR CLEANING LTD	170,207
GREEN LINE HOSE & FITTINGS (BC) LTD	28,457
GREENLANE BIOGAS NORTH AMERICA LTD	87,018
GREENTECH DESIGN LTD	55,625
GREGG DISTRIBUTORS	159,574
GRP CONSTRUCTION LTD	261,924
GRT ENVIRONMENTAL SERVICES (CANADA) LTD	262,846
GWR CONTRACTING INC	115,663
HACH SALES & SERVICE CANADA LTD	147,647
HALLMARK WATERPROOFING INC	47,167
HANDY APPLIANCES LTD	272,521
HANSCOMB LIMITED	57,522
HARBOUR INTERNATIONAL TRUCKS	1,295,309
HATCH CORPORATION	14,753,706
HAYWARD GORDON ULC	69,166
HAZMASTERS INC	84,087
HDR CORPORATION	275,538
HEADWATER MANAGEMENT LTD	387,710
HEAVY ARTILLERY WELDING LTD	32,359
HEIDELBERG MATERIALS	233,216
HELIX ADVANCED COMMUNICATIONS & INFRASTRUCTURE	60,140

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
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Supplier Name	Payment Amount
HFT BC HOLDINGS INC, A0074153	30,000
HHI SERVICES LTD	63,525
HIGHWAY TEN INVESTMENTS LTD	325,053
HI-LITE TRUCK ACCESSORIES LTD	180,299
HILTI (CANADA) LIMITED	66,279
HITACHI ENERGY CANADA INC	32,631
HOISTING LTD	843,439
HOLLY SUGGITT	29,475
HOMEWOOD HEALTH INC	131,015
HONDA CENTRE	29,295
HORIZON RECRUITMENT	228,470
HOSKIN SCIENTIFIC (WESTERN) LIMITED	39,588
HOULE ELECTRIC LIMITED	49,591
HSR ZERO WASTE DBA HAPPY STAN´S RECYLING SERVICES LTD	42,001
HTT SAFETY N MORE INC	514,053
HUB FIRE ENGINES & EQUIPMENT LTD	409,122
HUB INTERNATIONAL CANADA WEST ULC	43,050
HUB POWER LTD	37,611
HUNT TEMPORARILY YOURS	288,218
HUNTER LITIGATION CHAMBERS (IN TRUST)	125,000
HUNTER LITIGATION CHAMBERS LAW	202,882
HYDROPRO PROPERTY SERVICES INC	36,750
HYSECO FLUID SYSTEMS LTD	104,152
ICF CONSULTING CANADA INC	52,295
ICONIX WATERWORKS LIMITED PARTNERSHIP	622,139
IDEASPACE	363,331
IDEXX LABORATORIES INC	187,889
IMPERIAL DADE CANADA INC	101,137
IMPERIAL VALVE LTD	35,939
INCREDIBLE RESTORATIONS (2007) LTD	28,674
INDUSTRA CONSTRUCTION CORP.	7,860,371
INDUSTRIAL ENGINES LIMITED	35,355
INDUSTRIAL SOFTWARE SOLUTIONS CANADA ULC	61,268
INFINITE ROAD MARKING LTD	37,098
INLAILAWATASH LIMITED PARTNERSHIP	35,278
INLET MARINE	27,393
INLINE TRAFFIC SERVICES LTD	245,649
INNOVATIVE FLOORING LTD	64,999
INSIGHTS LEARNING & DEVELOPMENT	28,705
INSYNCH ENGINEERING LTD	269,401
INTEGRA ARCHITECTURE INC	727,758
INTEGRAL HOSPITALITY INC	618,065
INTERGRAPH CANADA ULC	492,250
INTERLAWN LANDSCAPES	41,690
INTERVISTAS CONSULTING INC	31,500
INTROBA CANADA LLP	48,619
INVENTA SALES & PROMOTIONS INC	83,459
ION UNITED INC	100,098

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
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Supplier Name	Payment Amount
IRIS LEGAL LAW CORPORATION	51,174
IRON MOUNTAIN EQUIPMENT RENTALS AND SALES	61,156
IRONWEST RENTALS AND SALES LTD	67,418
ISCO CANADA INC	68,031
ISL ENGINEERING AND LAND SERVICES LTD	348,465
ITIQ TECH RECRUITERS	425,915
ITM INSTRUMENTS INC	26,561
J.A. ELECTRIC	1,615,015
J.C. ANDELLE INC	78,492
J.J.´S CONTRACTING	29,306
JACOB BROS. CONSTRUCTION INC	17,401,779
JACOBS ASSOCIATES CANADA CORPORATION	3,370,676
JACOBS CONSULTANCY CANADA INC	2,495,615
JAMES CLENDENAN SYSTEMS LTD	33,855
JASTRAM PROPERTIES LTD INC, NO. 505406	26,800
JENNIFER DAVIES CONSULTING LTD (JDC CONSULTING LTD)	113,046
JEWEL WELDING FABRICATION AND COATING LTD	358,329
JIFFY JOHN RENTALS LTD	173,769
JIM PATTISON INDUSTRIES LTD DBA JIM PATTISON LEASE	623,742
JJK DEVELOPMENTS INC	349,337
JJM CONSTRUCTION LTD	4,057,818
JOHN BROOKS COMPANY LIMITED	47,859
JOHN CRANE CANADA INC	36,811
JOHN HERBERT	35,753
JOHNSON CONTROLS LTD	51,107
JOHNSTON GAS SERVICES	285,119
JORDAIR COMPRESSORS INC	54,068
JUSTASON MARKET INTELLIGENCE	425,490
JW RECYCLE-IT DBA RECYCLE IT CANADA AND TAKE MY HAZWASTE	32,609
JWC ENVIRONMENTAL CANADA ULC	43,790
K & H DISPATCH COURIERS	64,819
K2 CORROSION FASTENERS LP	71,332
K2 FASTENERS	64,607
K2 SERVICES	41,213
KANAKA CREEK FOREST PRODUCT LTD	41,137
KEMIRA WATER SOLUTIONS CANADA INC	1,362,716
KENAIDAN CONTRACTING LTD	13,351,098
KERR WOOD LEIDAL ASSOCIATES	3,061,407
KGAL CONSULTING ENGINEERS LTD	113,542
KINETIC CONSTRUCTION LTD	4,450,215
KING SERVICES CONSTRUCTION GROUP &	130,570
KIRK & CO CONSULTING LTD	63,179
KISTERS NORTH AMERICA	146,211
KLEANZA CONSULTING LTD	123,168
KLOHN CRIPPEN BERGER LTD	920,807
KLONDIKE INFRASTRUCTURE LTD	119,177
KMS TOOLS	173,823
KOFFMAN KALEF LLP	108,985

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Supplier Name	Payment Amount
KONE INC	62,878
KONTUR GEOTECHNICAL CONSULTANTS INC	150,486
KPMG LLP	328,720
KS1 CONSTRUCTION LTD	65,713
KSB PUMPS INC	46,239
KTR SALES & RENTAL INC	135,463
KWELA LEADERSHIP & TALENT MANAGEMENT	71,859
KWIKWETLEM FIRST NATION	417,712
L42 SOLUTIONS LTD	42,734
LABWARE INC	54,037
LAFARGE CANADA INC	215,238
LAND TITLE AND SURVEY AUTHORITY OF BC	44,000
LANDMARK BUILDING MAINTENANCE	129,193
LANESAFE TRAFFIC CONTROL LTD	149,462
LANGLEY TOWNSHIP OF	57,589
LANGLEY CONCRETE & TILE LTD	125,949
LANGLEY ROOFING CO. LTD	186,371
LANGUAGE LINE SERVICES	101,679
LAURA BAMSEY CONSULTING SOLE PROPRIETORSHIP	86,571
LAURA GALLOWAY DESIGN	86,457
LAWSON LUNDELL BARRISTERS & SOLICITORS	271,895
LEADING CHANGE FOR YOUNG PROFESSIONALS	33,900
LEADING EPC CONSULTANTS INC	520,601
LEAVITT MACHINERY GENERAL PARTNERSHIP	77,651
LEGER MARKETING ALBERTA INC	53,536
LES HALL FILTER SERVICE LTD	52,300
LEVITT SAFETY LIMITED	34,852
LGL LIMITED	55,553
LHOIST NORTH AMERICA OF CANADA INC	1,831,372
LIDSTONE & COMPANY	39,035
LIFE SCIENCES BC	31,500
LINDE CANADA INC	789,003
LITZ CRANE SERVICE LTD	195,897
LIVINGSTON INTERNATIONAL INC	446,244
LNS ENERGY LTD	43,439
LOCAL PRACTICE ARCHITECTURE + DESIGN LTD	1,144,230
LOCK-BLOCK LTD	50,080
LOCKMASTERS INC	112,108
LOCOMOBI WORLD CANADA INC	47,820
LONGO DEVELOPMENT CORPORATION	60,000
LOON PROPERTIES	22,557,277
LOST & FOUND DESIGN INC	45,564
LUCENT QUAY CONSULTING INC	452,115
LYNCH BUS LINES	105,304
M&E CUSTOM KITCHEN AND MILLWORK LTD	809,973
M3 STAFFING	29,615
MACK KIRK ROOFING AND SHEET METAL LTD	126,966
MAINLAND CONSTRUCTION MATERIALS	201,424

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Supplier Name	Payment Amount
MAJOR INDUSTRIAL E-RISK SERVICES INC	33,926
MAKEWAY CHARITABLE SOCIETY	84,418
MAPLE LEAF DISPOSAL LTD	834,702
MAPLE REINDERS CONSTRUCTORS LTD	11,410,168
MAPLE RIDGE CITY OF	268,077
MAPLE RIDGE TANK CLEANING SERVICE LTD	41,702
MARSH CANADA LIMITED	11,892,361
MASONLIFT LTD	44,499
MASTER STUCCO LTD	821,296
MATCON CIVIL CONSTRUCTORS INC	3,141,174
MATRIX ENGINEERED PRODUCTS INC	34,955
MATSON PECK AND TOPLISS	43,612
MAVEN CONSULTING LIMITED	160,443
MCELHANNEY LTD	944,141
MCKELVEY, JOSEPH ROBERT & SHIRLEY DELORES	65,000
MCKENZIE BRUCE	57,471
MCMILLEN JACOBS ASSOCIATES	4,086,210
MCNEILL NAKAMOTO RECRUITMENT GROUP INC	164,469
MCRAE´S ENVIRONMENTAL SERVICES LTD	3,438,062
MCW CONSULTANTS LTD	78,151
MDNEILD CONSULTING SERVICES	69,650
MDT TECHNICAL SERVICES INC	54,505
MEDIQUEST TECHNOLOGIES INC	30,820
MEDTECH SERVICES LTD	43,083
MEGATECH	98,649
MELTWATER NEWS CANADA INC	58,240
MEQUIPCO LTD	153,803
MERAN INDUSTRIES LTD	35,766
MERCEDES-BENZ BOUNDARY	230,977
MERCURY TRANSPORT INC	61,031
MERRICK CANADA ULC	8,990,730
META	53,481
METAL SUPERMARKETS	85,231
METALCAD SERVICES LTD	27,961
METRO MOTORS LTD	1,189,160
METRO ROOFING REPAIRS & MAINTENANCE LTD	393,655
METRO TESTING & ENGINEERING LTD	44,143
METRO VANCOUVER REGIONAL PARKS FOUNDATION	106,458
METRO VANCOUVER ZERO EMISSIONS INNOVATION CENTRE	300,000
METROHM CANADA	75,416
METROTOWN MITSUBISHI	31,710
METTLER TOLEDO INC	501,362
MICHELS CANADA CO.	36,195,925
MICROBIOME INSIGHTS INC	27,550
MICROSOFT CANADA CO.	2,664,500
MINISTER OF FINANCE	12,182,399
MINISTRY OF CITIZENS´ SERVICES, BC MAIL PLUS	105,297
MINISTRY OF ENVIRONMENT	90,324

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
For the year ended December 31, 2024
Payments to Suppliers in CAD Currency

Supplier Name	Payment Amount
MITACS INC	52,500
MITCHELL INSTALLATIONS LTD	334,151
MITCHELL PRESS LTD	37,470
MITEL NETWORKS CORPORATION	49,932
MJ PAWLOWSKI & ASSOCIATES	35,898
MLM CONVEYING SYSTEMS, INC	1,478,826
MNP LLP	86,243
MODUS PLANNING DESIGN & ENGAGEMENT INC	29,455
MONERIS SOLUTIONS	55,531
MONIQUE MCQUEEN	44,064
MONTROSE ENVIRONMENTAL GROUP LTD	184,025
MORREY NISSAN	130,034
MORRISON HERSHFIELD LIMITED	988,210
MORROW BIOSCIENCE LTD	153,663
MOTION CANADA	379,094
MOTT MACDONALD	4,189,138
MOZA HOME CONSTRUCTION INC	117,031
MRG EVENTS LTD	608,854
MTS ENGINEERING INC	821,282
MULTIVISTA CONSTRUCTION DOCUMENTATION ULC	43,505
MURRAY LATTA PROGRESSIVE MACHINES INC	293,737
MURTAGH SIMON	38,149
MUSQUEAM INDIAN BAND	419,946
MV RELIABILITY SERVICES	161,668
N.W. INDUSTRIES LTD	217,133
NAC CONSTRUCTORS LTD	28,741,646
NAGPAL CONSULTING	122,740
NALCO CANADA CO.	271,444
NATIONAL AIR TECHNOLOGIES	66,670
NATIONAL ENERGY EQUIPMENT INC	33,819
NATIONAL PROCESS EQUIPMENT	78,024
NATIONS FIRST CONTRACTING	271,338
NATS NURSERY LTD	101,634
NAUT´SA MAWT RESOURCES GROUP INC	67,302
NCS FLUID HANDLING SYSTEMS INC	118,106
NET VIET RESTAURANT LTD	109,483
NETZSCH CANADA INC	116,262
NEUTRAL ZONE COACHING AND	52,973
NEW CITY CONTRACTING LTD	58,900
NEW VALUE SOLUTIONS GROUP INC	44,223
NEW WESTMINSTER CORP. OF THE CITY	1,199,653
NEW-LINE PRODUCTS LTD	123,671
NGL NORDICITY GROUP LIMITED	43,365
NGS CONTRACTING LTD	43,670
NORDA STELO INC	189,409
NORLAND LIMITED	6,052,101
NORLANG CONTRACTING LTD	84,834
NORTH AMERICAN PIPE AND STEEL LTD	104,830

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
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Supplier Name	Payment Amount
NORTH ARM MACHINE LTD	28,345
NORTH CONSTRUCTION LTD	86,038
NORTH SHORE RESCUE TEAM	31,290
NORTH VANCOUVER CITY OF	188,960
NORTH VANCOUVER THE DISTRICT OF	267,405
NORTHERN BUILDING SUPPLY LTD	111,691
NORTHSIDE TRANSPORT LTD	66,614
NORTHSTAR ACCESS LTD	166,445
NORTHWEST HYDRAULIC CONSULTANTS LTD	530,162
NORTHWEST PIPE COMPANY	9,248,488
NORTON ROSE FULBRIGHT	4,518,307
NOVATECH ANALYTICAL SOLUTIONS INC	31,861
NSCP DESIGN BUILD LP	2,792,210
NU FLOW SERVICES BC LTD	217,760
NUCOR ENVIRONMENTAL SOLUTIONS LTD	667,112
NUCOR REBAR FABRICATION, A DIVISION OF NUCOR STEEL ULC	61,848
OCEAN AMBASSADORS CANADA	81,102
OCL INDUSTRIAL MATERIALS LTD	31,208
ODGERS BERNDTSON CANADA INC	49,249
OLYMPIA TRANSPORTATION LTD	83,258
ON POWER SYSTEMS INC	249,395
ON THE SPOT SERVICES INC	26,246
ONO WORK & SAFETY SURREY	39,798
OPEN TEXT CORPORATION	303,784
OPENROAD AUTO GROUP	744,669
OPTIMUS INFORMATION INC	26,066
OPUS INTERNATIONAL CONSULTANTS (CANADA)	1,368,174
ORACLE CANADA ULC	186,912
ORKIN/PCO SERVICES CORPORATION	48,308
OSCAR RENDA CONTRACTING OF CANADA INC	2,000,303
OTIS CANADA INC	30,800
PACE SOLUTIONS CORP	37,044
PACIFIC BOILER LTD	234,711
PACIFIC COAST CATERING	64,845
PACIFIC FLOW CONTROL LIMITED	653,014
PACIFIC INDUSTRIAL MOVERS LP	199,488
PACIFIC NATIONAL EXHIBITION	130,000
PACIFIC POWERTECH INC	755,636
PACIFIC RIM INDUSTRIAL INSULATION LTD	61,254
PACIFIC ROPES CONTRACTING LTD	618,379
PACIFIC WEST TREE SERVICES INC	30,083
PACIFIC-SURREY CONSTRUCTION LTD	77,606
PALADIN TECHNOLOGIES INC	162,377
PALMIERI BROS. PAVING LTD	1,000,002
PANARAMA TECHNOLOGIES LTD	143,286
PANTHER CREATIVE	25,510
PAR BHULLAR TRUCKING LTD	40,530
PARK SOLUTIONS INC	899,347

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
For the year ended December 31, 2024
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Supplier Name	Payment Amount
PARKLAND CORPORATION	61,129
PARMAR, RANJIT KAUR & MARTINEZ, ARMANDO CHUA	150,000
PARSONS INC	853,090
PCL CONSTRUCTORS WESTCOAST INC	26,334,390
PEAK CONSTRUCTION SERVICES LTD	20,351,340
PEDRE CONTRACTORS LTD	13,539,224
PENGUIN APPLIANCES SALES AND SERVICE INC	72,553
PERFORMANCE SPRAY INSULATION LTD	55,829
PERSONA CONSTRUCTION LTD	109,085
PETER SZETO	25,325
PETRO CANADA LUBRICATIONS INC	363,546
PGL ENVIRONMENTAL CONSULTANTS	28,803
PHILLIPS & ASSOCIATES ENGINEERING CONSULTANTS LTD	31,935
PHOENIX TRUCK & CRANE LTD	370,224
PHS COMMUNITY SERVICES SOCIETY	170,681
PHSA LABORATORIES SERVICES	181,035
PICKERING SAFETY	32,334
PIKA PUMP & COMPRESSOR	38,794
PIRET (679 ALDFORD AVENUE) HOLDINGS INC	2,641,000
PITT MEADOWS CITY OF	126,241
PLASTI-FAB LTD	196,000
PLATINUM STONE CONTRACTING	157,921
PLATYPUS CREATIVE GROUP COMMUNICATIONS	98,753
POLAR BATTERY VANCOUVER LTD	40,844
POLYGON RESTORATIONS INC	54,330
POLY-MOR CANADA INC	55,598
POMERLEAU INC	27,704,135
POMERLEAU-BESSAC G.P.	36,443,576
PORT COQUITLAM THE CITY OF	165,394
PORT MOODY CITY OF	151,122
POSTMEDIA NETWORK INC	44,605
POTENTIALIZE CONSULTING INC	357,966
POTTINGER GAHERTY ENVIRONMENTAL CONSULTA	33,539
POWERHOUSE BUILDING SOLUTIONS (2009) INC	48,238
PR POMEROY RESTR & CONSTR (2003) LTD	377,741
PRAIRIECOAST EQUIPMENT INC	88,483
PRAXAIR CANADA INC	790,489
PRECISION AUTO SERVICES LTD	256,930
PRECISION SERVICE & PUMPS INC	112,964
PREMERGENCY INC	45,186
PRICE WATERHOUSE COOPERS	85,541
PRIME TRAFFIC SOLUTIONS LTD	103,781
PRIORITY ELECTRIC LTD	100,344
PROCON SYSTEMS (2013) INC	25,944
PROCUREMENT ADVISORY OFFICE INCORPORATED	92,333
PROCUREMENT LAW OFFICE PROFESSIONAL CORPORATION	55,944
PROFICIENCY TESTING CANADA	41,108
PROGRESSIVE FENCE INSTALLATIONS LTD	68,924

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
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Supplier Name	Payment Amount
PROGRESSIVE SEALING INC	253,712
PROPERO LEARNING SYSTEMS INC	47,928
PTAG INC	559,011
PUBLIC STORAGE	28,117
PURE TECHNOLOGIES LTD	128,373
PUROLATOR INCORPORATED	39,762
PWA CUSTOM ALUMINUM SOLUTIONS INC	433,994
PWL PARTNERSHIP LANDSCAPE ARCHITECTS INC	166,408
QM ENVIRONMENTAL	441,312
QUADRA UTILITY LOCATING	170,568
QUALICHEM INDUSTRIAL PRODUCTS LTD	111,487
QUESTICA INC	96,635
R.D.M. ENTERPRISES LTD	287,705
R.F. BINNIE & ASSOCIATES LTD	1,864,480
RAIDER HANSEN	31,006
RAISE LIMITED	125,917
RAM ENGINEERING	3,098,861
RAMBOLL CANADA INC	345,009
RAMTECH ENVIRONMENT PRODUCTS	136,759
RANDSTAD	113,770
RAPID AUTO GLASS LTD	95,795
RAPID TRAFFIC MANAGEMENT LTD	472,454
RAPIDCRETE CONSTRUCTION LTD	35,691
RARE EARTH RECREATIONAL DEVELOPMENTS INC	400,447
RAYBERN ERECTORS LTD	40,626
RC STRATEGIES INC	26,671
RDH BUILDING SCIENCE INC	668,103
READ JONES CHRISTOFFERSEN	114,185
REC SAFETY SOLUTIONS INC	25,306
RECEIVER GENERAL OF CANADA	157,653
RECYCLING COUNCIL OF BC	229,558
RED-D-ARC, LTD	25,930
REGEHR CONTRACTING LTD	1,257,835
REI LEXISNEXIS CANADA	30,826
RELEASE YOUR VOICE	29,850
REMDAL PAINTING & RESTORATION INC	34,185
REMEDX REMEDIATION SERVICES LTD	505,560
REN EX EARTHWORKS	347,028
RENEWAL CONSTRUCTIONS INC	1,056,111
RESEARCH CONSULTANTS INTERNATIONAL FDI, INC	69,615
RESEARCH INSTITUTE FOR KNOWLEDGE SYSTEMS (RIKS) BV	35,000
RESHAPE INFRASTRUCTURE STRATEGIES LTD	129,398
RICHMOND CITY OF	1,954,893
RICHMOND ELEVATOR MAINTENANCE LTD	79,551
RICHVAN HOLDINGS (2006) LTD	32,876
RIDER HUNT INTERNATIONAL (ALBERTA) INC	987,464
RIGHT WAY TRAFFIC SYSTEMS INC	46,646
ROBERDS EXCAVATING (1991) LTD	62,105

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
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Supplier Name	Payment Amount
ROBERTSON KOLBEINS TEEVAN GALLAHER	54,935
ROE ENVIRONMENTAL INC	382,599
ROGERS WIRELESS	524,244
ROKSTAD POWER (2018) LTD	92,039
ROLLINS MACHINERY LIMITED	68,924
RONA	105,319
ROPER GREYELL LLP	359,248
ROSS MORRISON ELECTRICAL LTD	487,774
RS WALDIE CONSULTING LTD	120,325
RSAVAGE CONTRACTING	56,831
RUBIN THOMLINSON LLP	93,988
RUST INVESTMENTS LTD DBA SHANGRI-LA LANDSCAPING	600,940
RYAN ULC	36,793
RYDER ARCHITECTURE (CANADA) INC	285,790
SAFE-GUARD FENCE LTD	109,486
SAMPSON DAVIE FANE VOLPIANA LLP	51,372
SAMSUNG	73,363
SANCAT EXCAVATING LTD	669,637
SANDERSON CONCRETE INC	82,563
SANDPIPER CONTRACTING LTD	12,175,761
SANGHERA, AMANDEEP & REMA	105,000
SARTORI ENVIRONMENTAL SERVICES	176,484
SASAMAT VOLUNTEER FIRE FIGHTERS ASSOC	38,457
SATELLITE INDUSTRIES INC	25,920
SCAFFOLD DEPOT LTD	221,104
SCOOBY´S DOG WASTE REMOVAL SERVICE LTD	152,047
SCOTT CONSTRUCTION MANAGEMENT LTD	34,860
SEA TO SKY SOILS AND COMPOSTING INC	1,111,141
SEA TO SKY TRANSFER	143,492
SEALTEC INDUSTRIES LTD	34,948
SEDGWICK STRATEGIES INC	94,217
SEKHON P. TRUCKING	303,294
SEL SCHWEITZER LABORATORIES INC	168,103
SENTIS MARKET RESEARCH INC	35,569
SERECON INC	28,088
SERVICES FLO INC	563,556
SEYEM´ QWANTLEN RESOURCES LP	35,816
SGS AXYS ANALYTICAL SERVICES LTD	1,442,492
SHAW CABLE	182,438
SHELLEY LINDSAY CONSULTING	29,500
SHS INC	51,653
SI SYSTEMS PARTNERSHIP	936,455
SIDHU S. TRUCKING	391,039
SIEMENS CANADA LIMITED	191,339
SIGNIA CONSTRUCTION LTD	1,841,694
SINGLETON URQUHART REYNOLDS VOGEL LLP	75,858
SITE MARKETING PARTNERS INC	119,328
SKALAR INC	78,498

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
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Supplier Name	Payment Amount
SKEANS PNEUMATIC AND AUTOMATION INC	30,544
SKYE CONSULTING (B.C.) LTD	170,220
SKYLARK MANAGEMENT CORP	1,155,223
SLIP TUBE ENTERPRISES LTD	36,355
SLOPESIDE MECHANICAL SYSTEMS LTD	3,776,528
SMITH CAMERON PROCESS SOLUTIONS	257,580
SMITH SOUND	26,952
SMS EQUIPMENT INC	385,961
SNAP-ON TOOLS OF CANADA CO.	46,308
SNF CANADA LTD	1,383,572
SOFTCHOICE LP	1,203,327
SOLENIS CANADA ULC	4,096,239
SOLID CADDGROUP	207,928
SOLUTIONS NOTARIUS INC	52,124
SOLUTIONS PEST CONTROL LTD	122,625
SOLVE CONSULTING INC	34,116
SOMATIC HVAC SOLUTIONS LTD	50,087
SOS PLUMBING AND HEATING LTD	191,249
SOURCE OFFICE FURNISHING	28,625
SOUTH COAST BRITISH COLUMBIA	61,934
SOUTHPAW LEARNING PLAN	100,632
SOUTHWELL CONTROLS LTD	28,374
SOUTHWEST CORROSION CONTROL LTD	78,164
SPAANS BABCOCK INC	46,715
SPAETI CONSTRUCTION LTD	81,628
SPARTAN CONTROLS LTD	4,847,900
SPATIAL TECHNOLOGIES PARTNERSHIP GROUP	166,047
SPD SALES LTD	45,061
SPECTRUM SAFETY GROUP	654,245
SPENCER MCDONALD & ASSOCIATES INC OA THINKING DRIVER	69,748
SPHERA SOLUTIONS INC	26,273
SPI HEALTH AND SAFETY INC	36,574
SPICERS CANADA	127,896
SPRUCEWOOD CONSTRUCTION LTD	109,412
SQUAMISH NATION	3,887,669
SR ENGINEERING LTD	162,453
STANDARD BUILDING SUPPLIES LTD	39,016
STANTEC ARCHITECTURE LTD	133,470
STANTEC CONSULTING LTD	29,177,104
STAPLES PROMOTIONAL PRODUCTS	262,115
STARBRUSH PAINTING	55,236
STARLINK	31,224
STASUK TESTING & INSPECTION LTD	1,366,906
STATISTICS CANADA	61,160
STEPHEN BILLINGTON CONSULTING	526,858
STERLING FLEET OUTFITTERS	159,316
STEWART MCDANNOLD STUART	107,430
STINGRAY SAND & GRAVEL LTD	261,694

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
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Supplier Name	Payment Amount
STORMTEC FILTRATION INC	57,090
STRATA SMART RESOURCES LTD	35,802
SUEZ TREATMENT SOLUTIONS INC	477,792
SULZER PUMPS (CANADA) INC	196,515
SUMMERFIELD CONTRACTING LTD	48,090
SUMMIT VALVE AND CONTROLS INC	368,877
SUN COAST CONSULTING LTD	159,600
SUNBELT RENTALS INC	63,435
SUNBURY CEDAR	69,043
SUPER SAVE FUELS	271,553
SUPERIOR CITY SERVICES LTD	257,147
SUPERIOR PROPANE LIMITED	44,516
SURESAFE TRAFFIC CONTROL LTD	141,950
SURREY CITY OF	2,972,526
SUSPENDED STAGES	35,994
SUTHERLAND CONCRETE LTD	53,309
SVN ARCHITECTS + PLANNERS INC	99,259
SYLVIS ENVIRONMENTAL	1,729,526
TALON HELICOPTERS LIMITED	925,863
TARGET LAND SURVEYING LTD	93,921
TDH FLUID SYSTEMS INC	51,630
TECHNICAL SAFETY BC	54,554
TEEMA SOLUTIONS GROUP INC	1,087,268
TEKSYSTEMS CANADA CORP./SOCIETE TEKSYSTEMS CANADA	1,615,716
TELUS COMMUNICATIONS INC	941,358
TERVITA CORPORATION ENVIRONMENTAL	145,113
TETRA TECH CANADA INC	4,253,940
THE AME CONSULTING GROUP LTD	45,778
THE AUTO SPA	35,478
THE BLUE GOOSE CATTLE COMPANY	118,313
THE BRICK LTD	92,800
THE C&E CONSULTING GROUP LTD	667,319
THE HOME DEPOT	390,439
THE INLAND GROUP	131,554
THE LAST MILE ENVIRONMENTAL MANAGEMENT SOLUTIONS LTD	414,950
THE PALADIN SECURITY GROUP	4,370,019
THE RADIUS GROUP	40,730
THERMO FISHER SCIENTIFIC MISSISSAUGA INC	52,142
THINKFLEET MANAGEMENT INC	91,744
THOMCO SUPPLY LIMITED	41,104
THURBER ENGINEERING LTD	75,177
TIM LAWRENCE FILMS	76,865
TINBOX ENERGY SOFTWARE INC	91,944
TIP FLEET SERVICES CANADA LTD	72,023
TIP TOP CARPETS LTD	370,222
TOOLNHAND CONTRACTING SERVICES LTD	169,754
TOWNSHIP TRAFFIC LTD	142,811
TRANE BRITISH COLUMBIA	41,171

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
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Supplier Name	Payment Amount
TRANMOTION SERVICES LTD	220,201
TRANS POWER CONSTRUCTION (1999) LTD	108,611
TRANSLINK	174,765
TRAYLOR-AECON GP	94,932,585
TREEKO CONTRACTING LTD	459,405
T-REX INDUSTRIES LTD	45,552
TRI-CITY POWER EQUIPMENT LTD	32,490
TRI-CITY SITE SERVICES LTD	76,931
TRILOBITE CONSULTING LIMITED	306,915
TRITECH GROUP LTD	2,082,159
TRIUMPH TRAFFIC INDUSTRIES (2024) INC	98,354
TRUE NORTH ARCHAEOLOGICAL SERVICES INC	39,330
TSLEIL-WAUTUTH NATION	120,482
TUNDRA PROCESS SOLUTIONS LTD	300,744
TURNAROUND SAFETY LTD	184,036
TURNER & TOWNSEND CANADA INC	156,282
UAP INC (D.B.A. NAPA AUTO PARTS)	41,960
ULINE	436,634
UNIFIED ALLOYS	39,993
UNIFIED SYSTEMS INC	116,698
UNISYNC GROUP LTD	75,107
UNIT4 BUSINESS SOFTWARE CORPORATION	278,329
UNITED RENTALS OF CANADA, INC	1,935,690
UNITED TRAFFIC CONTROL LTD	372,111
UNITEK SYSTEMS	99,796
UNIVERSAL LANDSCAPING INC	131,352
UNIVERSAL TRAFFIC (258) LTD	25,954
UNIVERSITY ENDOWMENT LANDS	129,073
UNIVERSITY OF BRITISH COLUMBIA	616,286
UPLAND AGRICULTURAL CONSULTING LTD	54,469
UPLIFT ENGAGEMENT COMMUNICATIONS INC	81,924
URBAN DESIGN 4 HEALTH, LTD	41,475
URBAN MATTERS CCC LTD	28,959
URBAN SYSTEMS LTD	108,970
USP TECHNOLOGIES CANADA ULC	293,654
UTILITY SUPPLY (WEST) CORP	56,128
VAHN-TECH INTERNATIONAL INC	65,885
VALLEN CANADA INC	140,114
VALLEY TRAFFIC SYSTEMS INC	170,490
VALLEYSIDE CONTRACTING SERVICES LIMITED	60,938
VAN DER ZALM & ASSOCIATES INC	55,608
VAN DOORN, NANETTE	27,460
VANCO GASKETS LTD	108,253
VANCOUVER CITY OF	17,973,180
VANCOUVER AIRPORT AUTHORITY	6,985,436
VANCOUVER CONVENTION CENTRE	40,382
VANCOUVER FIRE & RADIUS SECURITY	51,095
VANCOUVER FRASER PORT AUTHORITY	92,679

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
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Supplier Name	Payment Amount
VANCOUVER HOLDINGS (B.C.) LTD	897,242
VANCOUVER ISLAND UNIVERSITY	115,000
VANCOUVER SIGN GROUP	99,194
VANCOUVER WELDING INC	39,229
VANDELTA COMMUNICATIONS SYSTEMS LIMITED	39,978
VANKO ANALYTICS LIMITED	353,530
VANPORT ENTERPRISES LTD	325,662
VARIUS INC	90,048
VASTO BUILDERS INC	179,278
VEGA INSTRUMENTS CANADA LTD	36,794
VEOLIA WATER TECHNOLOGIES CANADA INC	812,686
VERTICAL PIPEWORKS LTD	61,104
VERTIV CANADA ULC	135,537
VIA ARCHITECTURE	2,121,646
VICTORIA MOBILE RADIO LTD	105,754
VIKING FIRE PROTECTION INC	53,558
VIMAR EQUIPMENT LTD	55,884
VISION EXTERIORS CONTRACTING INC	77,553
VWR INTERNATIONAL	404,599
W.S. NICHOLLS WESTERN CONSTRUCTION LTD	25,306
W2 CONSULTING LTD	241,149
W3 DESIGN GROUP INC	233,303
WAGNER MAINTENANCE	813,582
WAINBEE LIMITED	88,746
WAJAX EQUIPMENT	26,502
WAJAX INDUSTRIAL COMPONENTS LP	47,536
WALCO INDUSTRIES LTD	155,709
WASSERMAN & PARTNERS ADVERTISING INC	564,428
WASTE AND RESOURCES ACTION PROGRAMME	42,482
WASTE´N WATERTECH	172,578
WASTECH SERVICES LIMITED	1,093,939
WATER RESEARCH FOUNDATION	276,448
WATERFRONT LIMITED PARTNERSHIP	901,391
WATERS LIMITED	72,494
WATSON BARNARD	30,944
WBM TECHNOLOGIES INC	65,063
WESBRIDGE STEELWORKS LIMITED	83,025
WESCO DISTRIBUTION CANADA INC	517,098
WEST COAST ELEVATOR SERVICES LTD	190,918
WEST SHORE CONSTRUCTORS LTD	1,453,340
WEST VANCOUVER CORP OF THE DISTRICT	670,987
WEST YORK DEVELOPMENTS LTD	187,688
WESTBURNE ELECTRIC SUPPLY	614,205
WESTCAN SCAFFOLDING INC	61,962
WESTERN WEED CONTROL (1980) LTD	61,157
WESTERRA EQUIPMENT	38,340
WESTLUND INDUSTRIAL SUPPLY LTD	39,033
WESTMAR ADVISORS INC	86,319

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
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Supplier Name		Payment Amount
WHITE CAP SUPPLY CANADA INC		63,792
WHITE PINE ENVIROMENTAL RESOURCES INC		116,618
WHITE ROCK CITY OF		51,534
WINVAN PAVING A DIVISION OF MAINLAND CONSTRUCTION MATERIALS ULC.		45,026
WISMER & RAWLINGS ELECTRIC LTD		39,095
WJC CONTRACTING LTD		268,527
WOOD CANADA LIMITED		1,436,693
WORKIY INC		229,951
WORKSHOP FILM COMPANY INC		34,773
WORLEY CANADA SERVICES LTD (OPERATING AS ADVISIAN)		1,685,176
WSP CANADA INC		12,910,604
XEROX OF CANADA LIMITED		305,661
XRADAR BC INC		40,433
XTR BUILDING SERVICES LTD		48,607
XYLEM CANADA LP		517,657
YELLOWRIDGE CONSTRUCTION LTD		21,500,193
YOUNG ANDERSON BARRISTERS & SOLICITORS		138,654
ZAYO CANADA INC		52,283
ZEDCOR SECURITY SOLUTIONS CORP		53,321
ZEEMAC VEHICLE LEASE LTD		443,983
ZESTA ENGINEERING LTD		32,380
ZORBIE PRODUCTS LTD		28,386
0946235 B.C. LTD		163,857
0981334 BC LTD		38,960
1007079 BC LTD DBA RECRUITING IN MOTION - VANCOUVER		49,821
1400184 BC LTD DBA WEST COAST HYDROVAC		32,786
14407393 CANADA LTD		26,250
21 TECH LLC		338,428
22ND CENTURY TECHNOLOGIES CANADA INC		240,337
340951 BC LTD		81,900
4REFUEL CANADA LP		62,108
669251 ALBERTA LTD		419,134
99 TRUCK PARTS & EQUIPMENT LTD		250,000
Payment to suppliers of goods and services who received aggregate payments exceeding $25,000 (in CAD)	**$**	**1,216,080,679**
Payment to suppliers who received aggregate payments of $25,000 or less (in CAD)		**14,535,376**
Total payments to suppliers in CAD currency (excluding aggregate flow through payments and external contributions)	**$**	**1,230,616,055**

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
For the year ended December 31, 2024
Payments to Suppliers in CAD Currency

Supplier Name	Payment Amount
Flow Through Payments (Payroll, Debt, and Mortgage Payments)	
CANADA MORTGAGE HOUSING CORPORATION	286,047
CANADA REVENUE AGENCY	77,133,113
COAST CAPITAL	350,418
FIRST NATIONAL	515,952
GVRDEU	778,514
LANGLEY CITY OF	14,850,000
LANGLEY TOWNSHIP OF	62,993,700
MCAP	919,159
MUNICIPAL FINANCE AUTHORITY	365,105,515
MUNICIPAL PENSION PLAN	38,038,249
NEW WESTMINSTER CORP. OF THE CITY	261,058
NORTH VANCOUVER THE DISTRICT OF	19,800,000
PACIFIC BLUE CROSS	7,878,713
PEOPLE'S TRUST COMPANY	294,008
RECEIVER GENERAL OF CANADA	19,453
RICHMOND CITY OF	1,408,144
ROYAL BANK OF CANADA	690,162
TEAMSTERS LOCAL UNION #31	963,251
TRANSLINK	2,647,555
UNITED WAY OF THE LOWER MAINLAND	18,918
WEST VANCOUVER CORP OF THE DISTRICT	90,966
WORKSAFE BC	4,655,160
Total flow through payments made in 2024	**$ 599,698,054**

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
For the year ended December 31, 2024
Payments to Suppliers in CAD Currency

Supplier Name		Payment Amount
Payment made in 2024 for External Contributions		
Board Approved Contributions		
BC LUNG FOUNDATION		35,000
BURNABY LAKE PARK ASSOCIATION		6,000
CATCHING THE SPIRIT YOUTH SOCIETY		80,000
DERBY REACH/BRAE ISLAND PARK ASSOCIATION		15,000
DESTINATION VANCOUVER		150,000
FRASER BASIN COUNCIL SOCIETY		300,000
KANAKA EDUCATIONAL & ENVIRONMENTAL		36,194
METRO VANCOUVER REGIONAL PARKS FOUNDATION		194,500
SEYMOUR SALMONID SOCIETY		153,500
UNIVERSITY OF BRITISH COLUMBIA		25,500
WATERSHED WATCH SALMON SOCIETY		35,020
Payments for external contributions exceeding $25,000 (in CAD)	**$**	**1,030,714**
Payments for external contributions of $25,000 or less (in CAD)		**433,960**
Total payments made in 2024 for external contributions	**$**	**1,464,674**
Total Payments to Suppliers in CAD currency	**$**	**1,831,778,783**

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
For the year ended December 31, 2024
Payments to Suppliers in USD Currency

Supplier Name	Payment amount
ABB INC	$ 445,734
APG-NEUROS INC	53,726
ARANER GLOBAL DMCC	3,797,957
BOULANGER ROSS W.	69,861
CAPITAL PROJECT MANAGEMENT, INC	112,505
EASYPOWER LLC	33,163
EBARA PUMPS AMERICAS CORPORATION	712,127
ESW OPERATIONS, LLC	84,100
FLSMIDTH INC	87,105
INDUSTRIAL SOFTWARE SOLUTIONS	31,920
KORBIN GREGG E.	56,383
MOLEAER INC	68,000
MRI SOFTWARE LLC	107,582
NORTHWEST PIPE COMPANY	6,836,659
OSISOFT	230,424
PICARRO INC	205,409
PITCHBOOK DATA INC	35,000
PURAFIL, INC	1,018,832
REPUBLIC SERVICES	5,516,809
RO-FLO COMPRESSORS LLC	58,146
RSOLUTIONS CORPORATION	61,895
SANJEEV R. MALUSHTE	38,996
SCHWING BIOSET INC	381,918
SENSIENT COLOURS LLC	34,810
SPLUNK, INC	63,840
SSI COMPACTION SYSTEMS	1,877,540
WASTE MANAGEMENT OF CANADA CORPORATION	2,501,483
WATER JET WORLD INC	29,978
WATER RESEARCH FOUNDATION	73,127
ZOOM VIDEO COMMUNICATIONS	30,195
Payments to suppliers who received amounts exceeding $25,000 (in USD)	**$ 24,655,225**
Payments to suppliers who received $25,000 or less (in USD)	**486,041**
Total payments to suppliers in USD currency	**$ 25,141,266**
Total payments to suppliers in USD currency (converted to CAD)	**$ 34,438,506**

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
For the year ended December 31, 2024
Reconciliation of Payments for Goods and Services to Financial Statements

Total payments to Suppliers in CAD currency (Schedule 5)	$ 1,831,778,783
Total payments to Suppliers in USD currency - converted to CAD (Schedule 6)	34,438,506
	$ 1,866,217,289
Total Expenses per Consolidated Statement of Operations (Exhibit B)	$ 898,393,532
Acquisition of tangible capital assets (Exhibit D)	897,701,706
Items included in Consolidated Statement of Operations but not in Schedules 5 and 6:	
Salaries and benefits per note 20a of financial statements	(253,141,651)
Salaries and benefits capitalized and included in tangible capital assets (note 20)	(46,610,000)
2024 accounts payable and accrued liabilities	(442,089,596)
Sinking fund income attributed to members and Translink	(29,540,184)
Revenues collected against supplier payments	(18,945,632)
Amortization of tangible capital assets	(109,834,803)
Amortization of prepaid land leases	(194,799)
Accretion expense	(2,477,631)
Revenues applied to tangible capital assets	(298,159)
Payments reported as employee expenses (Schedule 2)	(4,763,617)
Payments reported as directors' expenses (Schedule 1)	(143,162)
Non-cash adjustments	34,606,641
Items not included in Consolidated Statement of Operations but in Schedule 5 and 6:	
2023 accounts payable and accrued liabilities	381,935,029
Payroll and other remittances	129,485,371
Municipal GST rebate and ITCs	55,319,401
Sundry deposits	1,055,207
Payments not resulting in goods and services:	
Payments to Member Municipalities for MFA debt	102,051,422
Payments to Municipal Finance Authority	365,105,515
Payments for MVHC mortgages	3,055,746
Interest long-term debt	(94,453,046)
	$ 1,866,217,289

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Finance Committee

From: Harji Varn, Chief Financial Officer / General Manager, Financial Services

Date: May 27, 2025 Meeting Date: June 12, 2025

Subject: **Metro Vancouver's 2025 Financial Performance Report No. 1**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 27, 2025 titled "Metro Vancouver's 2025 Financial Performance Report No. 1".

EXECUTIVE SUMMARY

The 2025 Financial Performance Report indicates a forecasted year-end net operating surplus to budget of $17.6 million (1.2% of the total $1.5 billion operating budget). Surpluses are forecasted in Water Services $1.1 million, Liquid Waste $11.5 million, Housing $1.6 million, and Regional District $3.4 million, primarily a result of forecasted lower than budgeted operational expenditures, largely in the liquid waste utility, and organization-wide staff vacancies.

Year-end capital expenditures are forecasted at approximately 80% of the annual cash flow target of $1.8B. Work has continued to progress and ramp up on several multi-year projects such as Coquitlam Water Main, Annacis Water Supply Tunnel, and NSWWTP. Borrowing of MFA debt up to $600M is aligned to the approved budget. Investment returns are currently averaging 3.89% and are expected to remain favorable for the remainder of the year. Year-to-date procurement activity includes 3 awards approved by the Board representing 98% of the total value of awarded contracts. Across the organization there are over 130 continuous improvement initiatives underway. Attachment 1 to this report provides more detailed information on Metro Vancouver's financial performance at April 30, 2025.

PURPOSE

To present the Finance Committee and MVRD Board with Metro Vancouver's 2025 Financial Performance Report No. 1, including forecasts to the end of 2025, procurement activity, treasury, and continuous improvement reporting.

BACKGROUND

As per the Terms of Reference, the Finance Committee is a standing committee of the Metro Vancouver Board that monitors Metro Vancouver's financial management, providing advice and recommendations on financial matters, as well as reviewing periodic and annual financial results and providing oversight on the annual audit. The Metro Vancouver's 2025 Financial Performance Report is intended to support the Finance Committee with their monitoring and oversight role and is focused on the annual forecast and overall financial health of the organization. The report highlights any major risks, opportunities, and seeks to inform the annual budget process. Attachment 1 to this report provides more detailed information on Metro Vancouver's financial performance at April 30, 2025.

Operating Results and Forecast

On a net surplus basis, it is expected that the year-end operating surplus to budget will be $17.6 million or 1.2% of the total $1.5 billion operating budget. The 2025 overall forecasted surpluses are in Water Services of $1.1M, Liquid Waste Services of $11.5M, Metro Vancouver Housing of $1.6M, and Regional District Services of $3.4M, primarily from staff vacancies, delays in project contracted services, and slightly lower debt service costs. In accordance with policy, operating surpluses will be transferred to reserves at year-end. As at April 30, 2025, the operating surplus to budget is $18.3M or 1.2% of the total budget.

Table 1. 2025 Operating Results and Forecast

(in millions)	Year-to-date Actual Surplus	Year-end Forecast Surplus
Greater Vancouver Water District	$ 3.9	$ 1.1
Greater Vancouver Sewerage and Drainage District		
Liquid Waste Services	9.5	11.5
Solid Waste Services	(0.8)	—
Metro Vancouver Housing Corporation	2.8	1.6
Metro Vancouver Regional District	2.9	3.4
	$ 18.3	$ 17.6

Capital Expenditures Program Results and Forecast

Capital expenditures for 2025 are forecasted at approximately 80% of the annual capital expenditure target of $1.8 billion. Work has progressed on several multi-year projects and there is anticipated advancement in major projects as they move into construction phases such as the Coquitlam Water Main, Annacis Water Supply Tunnel, and NSWWTP. As at April 30, 2025, the capital actual spending is $292.4M or 17% of the total budget.

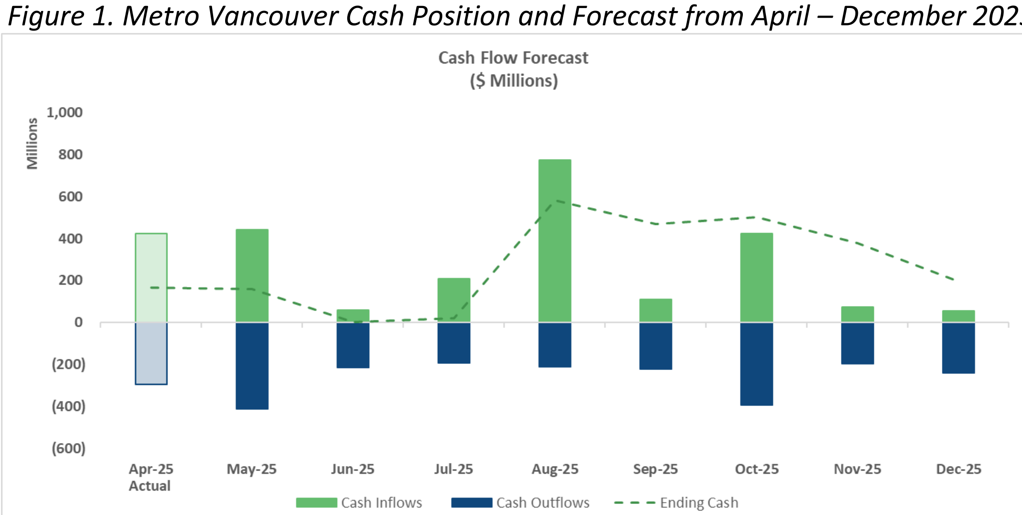
Table 2. 2025 Capital Expenditure Program Results and Forecast

(in millions)	Annual Capital Expenditures	Year-to-date Actual Expenditures	Forecasted Expenditures	Projected Variance
Housing Services	$186.1	26.3	166.1	20.0
Liquid Waste Services	1010.4	162.8	743.6	266.8
Regional Parks	44.4	1.3	32.8	11.6
Solid Waste Services	42.8	13.3	13.3	29.5
Water Services	484.6	438.3	438.3	46.3
	$ 1,768.3	**$ 292.4**	**$ 1,394.1**	**$ 374.2**

Treasury Results
As a result of capital projects progressing to completion and or ramping up in 2025, the total projected MFA borrowing for 2025 is $600.0M, which is aligned with the forecasted borrowing. Furthermore, the MFA long-term borrowing rate for the 2025 Spring borrowing was 3.55%, which is lower than the Spring borrowing 2024 rate of 4.40% indicating a softening in long-term interest rates. The impact of lower interest rates results in slightly lower than expected debt service ratio (interest and principal payments to revenue) from 17.9% to 16.3%.

Figure 1 below provides the April 2025 actual cash position and cash flow forecast for rest of 2025. Tax Revenue is collected in August, DCC's are collected in July and December, Water, Solid Waste, Housing Rental Revenues are collected monthly and Sewer Levies are collected in August. Treasury is continuously reviewing cash and reserve balances to debt requirements to ensure adequate liquidity to sustain operations and managing risk while also making efficient use of its cash.

Figure 1. Metro Vancouver Cash Position and Forecast from April – December 2025



The average investment returns as of April 2025 have decreased since December 2024, to 3.75% for short-term and 4.09% for long-term. As interest rates are expected to decline, Metro Vancouver's rate of return is also expected to decline as maturing investments will be re-invested into the current market. The total estimated weighted average annualized return at April 2025 was 3.89%, slightly lower than 4.52% reported in December 2024.

Procurement

The tables below provide the value of awards approved by the Metro Vancouver Board, as well as those approved by the Corporation in excess of $500,000 that are not awarded by the Board in accordance with the existing Board-approved Procurement Policy. It is expected that procurement activity will increase with respect to the number of awards as well as the value due to the significant capital program. First quarter of 2025 includes the PCL contract for NSWWTP.

Table 3. Number of Contracts Awarded

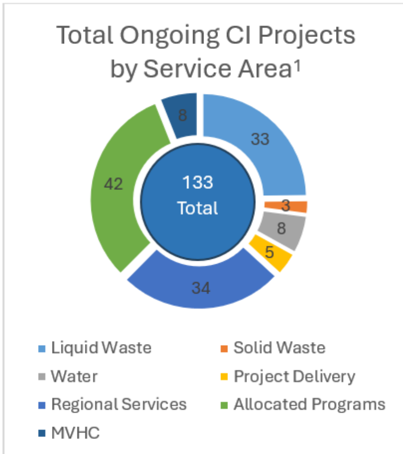
Award Type	**Year-to-date April 2025**	**2024**	**2023**	**2022**
Board Awarded	3	20	16	20
Corporate Awarded	101	101	51	53
Total	104	121	67	73

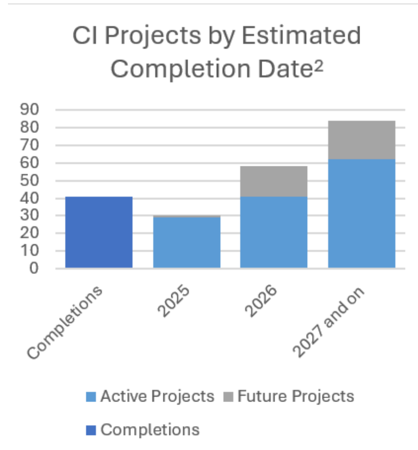
Table 4. Number of Contracts Awarded

Award Type	**Year-to-date April 2025**	**2024**	**2023**	**2022**
Board Awarded	$2,209,304,212	$911,002,450	$465,895,019	$434,664,449
Corporate Awarded	48,928,675	176,908,632	71,980,936	89,019,028
Total	$2,258,232,887	$1,087,911,082	$537,875,955	$523,683,477

Continuous Improvement

There are currently over 130 continuous improvement projects underway across the organization. Continuous improvement is a core value for the organization and is intended to enhance efficiency and deliver better service internally and externally.





[1]*Total Ongoing CI Projects by Service Area* illustrates the total number of projects identified and by service area. The number of CI projects within an area may not reflect the significance or potential cost savings of the initiatives.

[2]*CI Projects by Estimated Completion Date* displays the number of active and future projects by expected year of completion.

ALTERNATIVES

This report is provided for information; no alternatives are presented.

FINANCIAL IMPLICATIONS

The Metro Vancouver's 2025 Financial Performance Report No. 1 indicates that Metro Vancouver is anticipating a net operating surplus to budget of $17.6 million for 2025 (1.2% of the total $1.5 billion operating budget) and a capital spend of approximately 80% of the $1.8 billion 2025 annual cash flow target. Staff continue to monitor the financial performance including reporting on treasury, procurement and continuous improvement on a monthly basis and will provide the second financial report to the Finance Committee and the Board in the Fall of 2025 and the final 2025 financial report and year-end results to the Finance Committee and Board in April 2026.

CONCLUSION

This report provides the first report for 2025 on the financial performance of Metro Vancouver. It is forecasted that Metro Vancouver will have a $ 17.6 million net operating surplus to budget for 2025 (1.2% of the total $1.5 billion operating budget) and capital expenditures are forecasted at approximately 79% of the annual cash flow target of $1.8 billion. Staff continue to monitor the financial performance against the budgeted cash flow requirements, including reporting on treasury, procurement, and continuous improvement on a monthly basis and will report to the Finance Committee and Board the second financial performance report in the Fall 2025 and the 2025 year-end results in April 2026.

ATTACHMENT

1. Metro Vancouver's 2025 Financial Performance Report No. 1.

METRO VANCOUVER 2025 FINANCIAL PERFORMANCE REPORT NO. 1

Actuals to April 30, 2025, with

Estimated Financial Forecast to December 31, 2025

Table of Contents

INTRODUCTION

This report presents the first of three financial performance reports for 2025. It combines the financial performance and annual forecast information of Metro Vancouver's four legal entities: Greater Vancouver Water District, Greater Vancouver Sewerage and Drainage District, Metro Vancouver Housing Corporation, and Metro Vancouver Regional District. The final report for fiscal 2025 will include the 2025 year-end audit results.

FINANCIAL PERFORMANCE AT A GLANCE

	Trend	Commentary
Operating Expenditures	→	As of April 30, 2025, operating results indicate a surplus of $18.3M. Operating expenditures are at 93% of the year-to-date (YTD) expected budget or 23% of the annual budget ($334.3M out of $$1.5B). YTD revenues are lower than budget by $6.5M (3.8% of YTD budget). It is forecasted that for 2025, the year-end net operating surplus to budget will be $17.6M (1.2% of the $1.5B operating budget). Overall forecasted surpluses are in Water Services of $1.1, Liquid Waste Services of $11.5M, Metro Vancouver Housing of $1.6M, and Regional District Services of $3.4M, primarily from staff vacancies, lower than budget core operational expenses for liquid waste, delays in projects.
Capital Expenditures	↗	Capital expenditures as of April 30, 2025 are $292.4M or 17% of total planned spending of $1.8B annual capital expenditures. Year-end, capital expenditures are forecasted at approximately 80% of the annual capital expenditure target of $1.8B. Work has progressed on several multi-year projects and there is anticipated advancement in major projects as they move into various stages of construction phases, such as the Coquitlam Water Main, Annacis Water Supply Tunnel, and NSWWTP.
Awarded Procurement	↗	3 awards were approved by the Board with a value of $2.2B, which is 98% of the total value of awarded contracts in the first four months.
Cash Flow Scenarios	→	Projected annual cash balance remains positive. Although current cash balance remains positive, a decline in cash by year-end is forecasted as capital spend ramps up and we only borrow what we require.
Investments	→	The latest report on investments indicated an estimated weighted average annualized return of 3.89%.
Financial Indicators	→	The ratios indicate a sufficient position to pay off current liabilities and forecasted debt servicing is less than budgeted.
Continuous Improvement	→	There are currently over 130 continuous improvement initiatives underway that will continue to advance the Board's Strategic Priorities.

OPERATING RESULTS

Overall Net Operating Surplus to Budget
As of April 30, 2025, Metro Vancouver's year-to-date operating surplus to budget is $18.3M. By year-end, the forecasted year-end net operating surplus to budget is anticipated at $17.6M (1.2%% of the $$1.5B budget). The 2025 overall forecasted surpluses are in Water Services of $1.1M, Liquid Waste Services of $11.5M, Metro Vancouver Housing of $1.6M, and Regional District Services of $3.4M.

	Year-to-date Actual Surplus	Year-end Forecast Surplus
Greater Vancouver Water District	$ 3,837,209	$ 1,139,634
Greater Vancouver Sewerage and Drainage District		
Liquid Waste Services	9,510,079	11,455,213
Solid Waste Services	(746,224)	—
Metro Vancouver Housing Corporation	2,845,515	1,577,651
Metro Vancouver Regional District	2,813,459	3,409,266
	$ 18,260,038	$ 17,581,764

Key drivers related to the operating results are highlighted in the following schedules.

Operating Budget Summary

Metro Vancouver
Operating Budget Summary
For the Four Months Ended April 30, 2025

	Annual Budget	Year-end Forecast	Projected Variance	Year-to-date Budget	Year-to-date Actual	% Actual to YTD Budget	Year-to-date Variance
REVENUES							
Key Service Revenues							
Water Sales	$ 399,008,564	$ 399,008,564	$ —	$ 87,630,373	$ 87,035,338	99%	$ (595,035)
Liquid Waste Services Levy	575,550,267	575,550,267	—	—	—	—%	—
Solid Waste Tipping Fees	148,874,301	156,024,547	7,150,246	49,280,176	48,884,525	99%	(395,651)
Metro Vancouver Regional District Requisitions	117,237,833	117,237,833	—	—	—	—%	—
Housing Rents	44,610,986	44,458,846	(152,140)	14,870,340	15,997,086	108%	1,126,746
	1,285,281,951	1,292,280,057	6,998,106	151,780,889	151,916,949	100%	136,060
Other Revenues	60,315,555	51,654,123	(8,661,432)	11,615,779	8,680,283	75%	(2,935,496)
Reserve Transfers	118,065,190	113,510,219	(4,554,971)	7,094,639	3,423,677	48%	(3,670,962)
TOTAL REVENUES	**$1,463,662,696**	**$1,457,444,399**	**$ (6,218,297)**	**$ 170,491,307**	**$ 164,020,909**	96%	**$ (6,470,398)**
EXPENDITURES							
Greater Vancouver Water District	$ 408,867,559	$ 408,251,730	$ 615,829	$ 97,588,541	$ 92,741,715	95%	$ 4,846,826
Greater Vancouver Sewerage and Drainage District							
Liquid Waste Services	681,878,667	678,604,528	14,729,352	149,289,760	138,191,084	93%	11,098,676
Solid Waste Services	160,053,191	167,384,594	(7,331,403)	49,430,421	48,753,073	99%	677,348
Metro Vancouver Housing Corporation	60,687,829	56,498,446	4,189,383	18,504,135	14,099,565	76%	4,404,570
Metro Vancouver Regional District							
Regional Parks	89,473,461	85,897,167	3,576,294	28,841,605	26,440,408	92%	2,401,197
Air Quality and Climate Action	16,293,920	15,308,951	984,969	4,837,126	4,124,057	85%	713,069
Other Regional Services	46,408,069	39,372,432	7,035,637	10,492,935	9,904,185	94%	588,750
TOTAL EXPENDITURES	**$1,463,662,696**	**$1,439,862,635**	**$ 23,800,061**	**$ 358,984,523**	**$ 334,254,087**	93%	**$ 24,730,436**
SURPLUS (DEFICIT)	**$ —**	**$ 17,581,764**	**$ 17,581,764**	**$(188,493,216)**	**$(170,233,178)**		**$ 18,260,038**

- Overall revenues as of April 30, 2025 are lower than budget by $6.5M (3.8% of YTD budget) due primarily to lower reserve usage and lower external revenue streams compared to budget. Reserve transfers for funding Housing and Parks capital replacement and maintenance programs were $2.7M lower than anticipated largely related to timing of capital replacement work as projects are taking longer than anticipated. It is anticipated that the trend for higher Solid Waste system waste flows will continue, resulting in overall year-end revenues expected to be $7.3M higher than budget.

- Overall expenditures as of April 30, 2025 are at 93% of the year-to-date expected budget or 23% of the annual budget ($334.3M out of $1.5B). Key factors contributing to lower expenditures than budget include staff vacancies, deferred operating projects, and the timing of capital replacement, operating and maintenance expenditures. It is anticipated the trend for higher landfill costs and operations and maintenance costs in Solid Waste Services will be higher than budget. This variance is mitigated by lower than anticipated debt service costs and timing of capital replacement and maintenance projects in Housing. By year-end, overall expenditures are forecasted to be under budget by $23.8M or 2% of annual budget.

- Based on current forecasts, the net year-end surplus to budget is forecasted to be $17.6M (1.2% of the $1.5B budget).

Operating Surplus Analysis by Entity

Water Services has a current YTD surplus of $3.9M with a forecasted surplus of $1.1M by year-end.

	Annual Budget	Year-end Forecast	Projected Variance	Year-to-date Budget	Year-to-date Actual	Year-to-date Variance
Greater Vancouver Water District						
Revenues	$408,867,559	$409,391,364	$ 523,805	$ 88,586,797	$ 87,577,180	$ (1,009,617)
Expenditures	408,867,559	408,251,730	615,829	97,588,541	92,741,715	4,846,826
Surplus (Deficit)	$ —	$ 1,139,634	$ 1,139,634	$ (9,001,744)	$ (5,164,535)	$ 3,837,209

- Year-to-date water revenues are currently $1.0M lower than budget, largely due to $0.6M lower water sales than anticipated from slightly less than expected consumption levels overall during the first four months. By year-end, water sales are projected to be on budget, with an overall anticipated year-end revenue surplus of $0.5M due to slightly more DCC revenue use to pay for growth debt of $0.7M offset by less reserve use ($0.2M) than planned due to delays in SIF project expenses.

- Year-to-date expenditures are $4.9M less than budget, primarily in water supply, maintenance and treatment plant operational underspends to-date of close to $4.0M along with underspends in policy and planning project work of $0.4M, and several other operating programs underspends year-to-date of $1.6M, offset by slight overspends to-date of $1.1M (minor capital project work of close to $0.9M and also for dam safety project work of close to $0.2M.)

- Overall Water expenses projections indicate projections of close to $0.6M under budget by year-end.

Liquid Waste Services has a YTD surplus of $9.5M with a forecasted surplus of $11.5M by year-end.

	Annual Budget	Year-end Forecast	Projected Variance	Year-to-date Budget	Year-to-date Actual	Year-to-date Variance
Greater Vancouver Sewerage and Drainage District						
Liquid Waste Services						
Revenues	$681,878,667	$678,604,528	$ (3,274,139)	$ 4,030,860	$ 2,442,263	$ (1,588,597)
Expenditures	681,878,667	667,149,315	14,729,352	149,289,760	138,191,084	11,098,676
Surplus (Deficit)	$ —	$ 11,455,213	$ 11,455,213	$ (145,258,900)	$ (135,748,821)	$ 9,510,079

- Year-to-date revenues are $1.6M lower than budget due primarily to the timing of receipts for trucked liquid waste user/permit fees revenues. By year end, revenues are projected to be lower than budgeted by $3.3M primarily due to reduced Trucked Liquid Waste revenues.

- Year-to-date expenditures are $11.1M lower than budget primarily due to the timing of receipt and approval of invoices relative to the budgeted timing of core program (plus allocated) expenditures.

- Overall expenditures by year-end are forecasted to be $14.7M lower than budgeted primarily as a result of the program to trial alternate low GHG long-haul technologies put on hold, delay of the Hydrothermal Liquifaction (HTL) project and associated operating costs at the Annacis Island wastewater treatment plant, reducing the use of external contractors for civil maintenance by the expansion of in-house construction capacity, and projected underspends in the minor capital project costs and other allocated program service costs.

Solid Waste Services had a YTD deficit of $0.7M, with a forecast to be on budget by year-end.

	Annual Budget	Year-end Forecast	Projected Variance	Year-to-date Budget	Year-to-date Actual	Year-to-date Variance
Greater Vancouver Sewerage and Drainage District						
Solid Waste Services						
Revenues	$160,053,191	$167,384,594	$ 7,331,403	$ 53,006,480	$ 51,582,908	$ (1,423,572)
Expenditures	160,053,191	167,384,594	(7,331,403)	49,430,421	48,753,073	677,348
Surplus (Deficit)	$ —	$ —	$ —	$ 3,576,059	$ 2,829,835	$ (746,224)

- Year-to-date revenues are $1.4M lower than anticipated driven primarily by timing of energy sales at the Waste to Energy Facility. Expenditures were $0.7M lower as a result of timing due to a vendor changeover at the Waste-to-Energy facility, which is expected to ramp up as part of new vendor onboarding.

- Economic recovery and regional growth following the pandemic continue to contribute to 2025 waste quantities remaining similar to the previous year. As a result, waste flows along with additional commercial organics are expected to drive tipping fee revenues $7.3M greater than budget by the end of year.

- Expenditures by year-end are forecasted to be higher by $7.3M mainly due to increased contingency disposal costs associated with the expected waste tonnage.

The **Metro Vancouver Housing (MVHC)** had a YTD surplus of $2.8M with a forecasted surplus of $1.6M by year-end.

	Annual Budget	Year-end Forecast	Projected Variance	Year-to-date Budget	Year-to-date Actual	Year-to-date Variance
Metro Vancouver Housing Corporation						
Revenues	$ 60,687,829	$ 58,076,097	$ (2,611,732)	$ 19,363,463	$ 17,804,408	$ (1,559,055)
Expenditures	60,687,829	56,498,446	4,189,383	18,504,135	14,099,565	4,404,570
Surplus (Deficit)	$ —	$ 1,577,651	$ 1,577,651	$ 859,328	$ 3,704,843	$ 2,845,515

- For the first four months, revenues were $1.6M lower than anticipated largely related to the timing of capital replacement and maintenance expenditures which results in a lower than budgeted transfer from reserve funds into annual revenues. By year-end, it is anticipated that revenues will be $2.6M lower than budget.

- Year-to-date expenditures were $4.4M lower than anticipated, primarily due to reduced debt servicing costs resulting from delays in the completion of new rental properties.

- The forecasted year-end net operating surplus of $1.6M is largely attributed to the following factors: savings from lower debt servicing costs and property operating costs for new rental properties with delayed completion and less than expected spending on capital maintenance projects due to delays in projects.

Metro Vancouver Regional District

Regional Parks had a YTD surplus of $1.4M with a forecasted surplus of $0.3M by year-end.

	Annual Budget	Year-end Forecast	Projected Variance	Year-to-date Budget	Year-to-date Actual	Year-to-date Variance
Metro Vancouver Regional District						
Regional Parks						
Revenues	$ 89,473,461	$ 86,161,877	$ (3,311,584)	$ 3,823,631	$ 2,822,690	$ (1,000,941)
Expenditures	89,473,461	85,897,167	3,576,294	28,841,605	26,440,408	2,401,197
Surplus (Deficit)	$ —	$ 264,710	$ 264,710	$ (25,017,974)	$ (23,617,718)	$ 1,400,256

- Year-to-date revenues were under budget by $1.0M due to delay in reserve funded projects in the capital maintenance program. By year-end, it is anticipated that revenue will be $3.3M lower than budget due to less reserve usage.

- Year-to-date expenditures for the Parks were $2.4M lower than budget due to labour vacancies and the timing of capital maintenances, which will increase over Q2 and Q3. By year-end, it is anticipated that expenditures will be $3.5M lower than budget due to labour vacancies and deferred litigation costs.

- The forecasted year-end net operating surplus of $0.3M is largely due to projected savings from labour vacancies.

Air Quality and Climate Action had a YTD surplus of $1.1M with a forecasted surplus of $0.9M by year end.

	Annual Budget	Year-end Forecast	Projected Variance	Year-to-date Budget	Year-to-date Actual	Year-to-date Variance
Metro Vancouver Regional District						
Air Quality and Climate Action						
Revenues	$ 16,293,920	$ 16,243,920	$ (50,000)	$ 980,532	$ 1,382,006	$ 401,474
Expenditures	16,293,920	15,308,951	984,969	4,837,126	4,124,057	713,069
Surplus (Deficit)	$ —	$ 934,969	$ 934,969	$ (3,856,594)	$ (2,742,051)	$ 1,114,543

- Year-to-date revenues are higher than budget by $0.4M, largely due to timing of revenue collected for Air Quality Monitoring service agreements. Revenue is expected to be largely on target by end of the year.

- Year-to-date expenditures were $0.7M lower than budget primarily due to labour underspends from position vacancies and delays in project contracted services. By year-end, expenditures are forecasted to be lower than budget by $1.0M largely from labour underspends due to vacancies and includes $50k in unspent SIF budget, which will be deferred to 2026.

- The forecasted year-end net operating surplus of $0.9M is largely due to the labour underspends from position vacancies.

Other Regional Services had a YTD surplus of $0.4M with a forecasted surplus of $2.2M by year-end.

	Annual Budget	Year-end Forecast	Projected Variance	Year-to-date Budget	Year-to-date Actual	Year-to-date Variance
Metro Vancouver Regional District						
Other Regional Services						
Revenues	$ 46,408,069	$ 41,582,019	$ (4,826,050)	$ 699,544	$ 409,454	$ (290,090)
Expenditures	46,408,069	39,372,432	7,035,637	10,492,935	9,904,185	588,750
Surplus (Deficit)	$ —	$ 2,209,587	$ 2,209,587	$ (9,793,391)	$ (9,494,731)	$ 298,660

- Overall year-to-date expenditures for Regional Services were $0.6M lower than budget largely due to lower salary costs from staff vacancies and delays in project contracted services. Overall year-to-date revenues for Regional Services were $0.3M lower than budget largely due to timing of projects and associated funding.

- The forecasted year-end expenditures are expected to be under budget by $7.0M primarily due to Barnston Island dyke improvements project timeline revisions as well as position vacancies. Forecasted grant revenues for Barnston Island are also expected to be lower as these are tied to the project timeline. This is resulting in a projected year-end surplus of $2.2M.

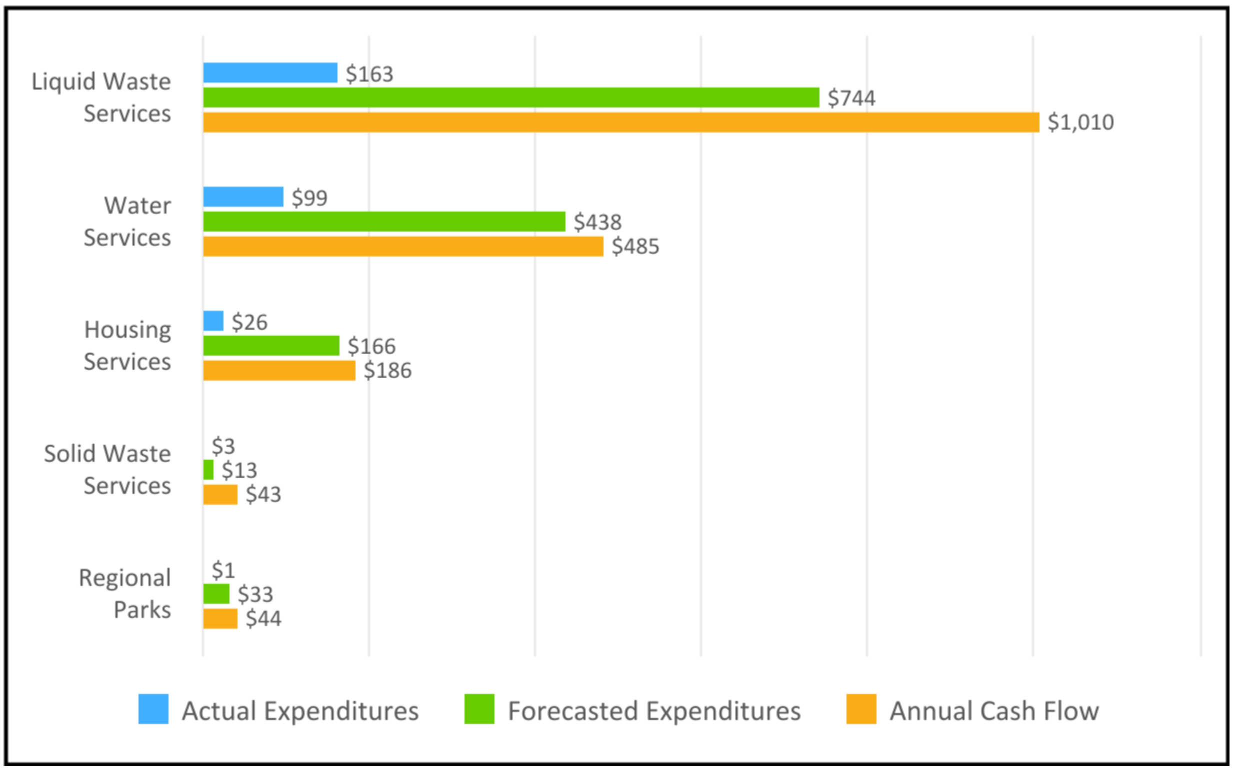
CAPITAL PROGRAM

Overall Capital Expenditures

As of April 30, 2025, capital expenditures are $292.4M, or 17% of the annual cash flows. Significant spending is expected in Liquid Waste and Water Services. These areas account for nearly 85% of the total capital cash flows of $1.8B. Year end, capital expenditures are forecasted at approximately 80%of the annual cash flow target of $1.8B . This is a higher spend compared to previous years due to the anticipated construction advancement in major projects as they move into the construction phase.

Capital Expenditure at a Glance

2025 Capital Cash Flow vs Year-to-date Actual Expenditures in $ Millions



Capital Expenditure Summary

2025 Capital Spending Summary
For the Four Months Ended April 30, 2025

	Annual Capital Cash Flow	Year-to-date Actual Expenditures	Forecasted Expenditures	Forecasted Expenditures of Annual Cash Flow (%)	Forecasted Expenditures Variance from Annual Cash Flow ($)	Forecasted Expenditures Variance from Annual Cash Flow (%)
Housing Services						
Development Capital	$ 160,446,000	$ 24,622,461	$ 154,498,619	96%	$ 5,947,381	4%
Building Rehabilitation	25,710,000	1,734,179	11,565,000	45%	14,145,000	55%
	186,156,000	**26,356,639**	**166,063,619**	**89%**	**20,092,381**	**11%**
Liquid Waste Services						
Collections	198,344,000	17,734,671	169,357,252	85%	28,986,748	15%
Treatment Plants	812,078,000	145,065,857	574,249,682	71%	237,828,318	29%
	1,010,422,000	**162,800,528**	**743,606,934**	**74%**	**266,815,066**	**26%**
Regional Parks						
Capital Development	24,400,000	1,155,497	17,750,000	73%	6,650,000	27%
Parkland Acquisition	20,000,000	135,370	15,000,000	75%	5,000,000	25%
	44,400,000	**1,290,867**	**32,750,000**	**74%**	**11,650,000**	**26%**
Solid Waste Services						
Landfills	5,550,000	262,978	640,000	12%	4,910,000	88%
Recycling and Waste Centres	8,350,000	474,566	850,000	10%	7,500,000	90%
Waste to Energy Facilities	28,755,000	1,969,268	11,830,000	41%	16,925,000	59%
	42,655,000	**2,706,813**	**13,320,000**	**31%**	**29,335,000**	**69%**
Water Services						
Water Mains	352,572,000	74,567,853	337,764,900	96%	14,807,100	4%
Pump Stations	52,350,000	9,342,359	36,243,000	69%	16,107,000	31%
Reservoirs	15,200,000	7,140,825	18,135,000	119%	(2,935,000)	(19)%
Treatment Plants	45,900,000	4,981,046	37,555,000	82%	8,345,000	18%
Others	18,510,000	3,188,427	8,560,000	46%	9,950,000	54%
	484,532,000	**99,220,510**	**438,257,900**	**90%**	**46,274,100**	**10%**
Total	**$1,768,165,000**	**$ 292,375,357**	**$1,393,998,453**	**79%**	**374,166,547**	**21%**

Metro Vancouver Housing (MVHC)

(In millions)	Annual Capital Cash Flow	Forecasted Expenditures	Projected Variance
Development Capital	$ 160.4	$ 154.5	$ 5.9
Building Rehabilitation	25.7	11.6	14.1
Total	**$ 186.1**	**$ 166.1**	**$ 20.0**

Year-to-date capital expenditures are $26.3M (14%) and are forecasted at $166.1M (89%) by year-end.

- Housing projects are well underway - Heron's Nest, The Connection, and The Steller are progressing with excavation nearing completion and below-grade structures commencing, resulting in ramped-up expenditures in 2025 and continuing into 2026. Construction of Heather Place B and Kingston Gardens 5 will be completed and in the rent-up phase in 2025, while Salal Landing is expected to be completed in 2026.
- Due to delays in capital rehabilitation projects stemming from scope changes, contractor delays, permit processing, and staff onboarding and mobilization, the forecasted year-end spend is lower than expected.
- Through strategic partnerships, funding and financing programs, Metro Vancouver Housing is leveraging its available resources to build and renew homes with no additional impact to household tax requisitions.

Liquid Waste Services

(In millions)	Annual Capital Cash Flow	Forecasted Expenditures	Projected Variance
Collections	$ 198.3	$ 169.4	$ 28.9
Treatment Plants	812.1	574.2	237.9
Total	**$ 1,010.4**	**$ 743.6**	**$ 266.8**

Year-to-date capital expenditures are $162.8M (16%) with a forecasted spend of $743.6M (74%) by year-end.

- Many projects are advancing into various stages of the project timeline such as Gilbert/Brighouse Trunk Sewer, Gleneagles Pump Station Improvements, North Surrey Interceptor Improvements, NSI SSO Storage, Port Coquitlam Pump Station Refurbishment, and Royal Ave Pump Station Rehabilitation. NSWWTP continues to ramp up its construction activities in 2025 with the awarded contract with PCL. Ground improvement works at NLWWTP is moving at a slower rate due to delays related to archeological issues. On direction of the Board, IIWWTP has deferred ground and utility preparation works to proceed with a phased options assessment of the Board approved Project Definition Report to identify affordability and delivery alternatives of the work program while design work is progressing. For Annacis Island WWTP (Stage 5 Expansion) work on the influent channel to the Solids Contact Tanks (SCTs) and within SCTs 1 and 4, which is part of the Annacis Island WWTP (Stage 5 Expansion) has been postponed until the summer of 2026

Regional Parks

(In millions)	Annual Capital Cash Flow	Forecasted Expenditures	Projected Variance
Capital Development	$ 24.4	$ 17.8	$ 6.6
Parkland Acquisition	20.0	15.0	5.0
Total	**$ 44.4**	**$ 32.8**	**$ 11.6**

Year-to-date capital expenditures are $1.3M (3%) and are forecasted at $32.8M (74%) by year end.

- Progress continues on major projects including Widgeon Marsh Phase 1, Campbell Valley Greenway extension and Grouse Mountain Park Development. Some projects are taking longer than anticipated largely due to permitting requirements (Boundary Bay Perimeter Trail, Belcarra South Redevelopment). Timing of expenditures with respect to land acquisition is dependent on availability and market conditions.

Solid Waste Services

(In millions)	Annual Capital Cash Flow	Forecasted Expenditures	Projected Variance
Landfills	$ 5.6	$ 0.6	$ 5.0
Recycling and Waste Centres	8.4	0.9	7.5
Waste to Energy Facilities	28.8	11.8	17.0
Total	**$ 42.8**	**$ 13.3**	**$ 29.5**

Year-to-date capital expenditures are $2.8M (6%) and are forecasted at $13.3M (31%) by year-end.

- The forecasted spend is lower than initially projected as a result of longer than expected timelines to initiate construction on various capital projects. Contributing factors include additional engagement steps in the development of project scopes, longer than expected timelines to develop municipal agreements for infrastructure projects, and additional permitting steps not initially anticipated. Despite these complexities, detailed design and procurement are underway for the Waste-to-Energy Facility District Energy system and many other projects are moving to the next phase of the project timelines.

Water Services

(In millions)	Annual Capital Cash Flow	Forecasted Expenditures	Projected Variance
Water Mains	$ 352.6	$ 337.8	$ 14.8
Pump Stations	52.4	36.2	16.2
Reservoirs	15.2	18.1	-2.9
Treatment Plants	45.9	37.6	8.3
Others	18.5	8.6	9.9
Total	**$ 484.6**	**$ 438.3**	**$ 46.3**

Year-to-date capital expenditures $99.2M (20%) and forecasted at $438.3M (90%) by year-end.

- Construction activities underway for Stanley Park Water Supply Tunnel, Annacis Water Supply Tunnel, Central Park Main, Kennedy Newton Main, Douglas Road Main No. 2, and Fleetwood Reservoir. Spending for Coquitlam Main No. 4 are expected to ramp up due to contractor acceleration. Annacis Main No. 5 (North) and the Newton Pump Station No. 2 construction is planned to commence later in 2025.

The following schedules provide detailed information on the capital expenditures by project against annual capital cash flow ***as of April 30, 2025***.

Metro Vancouver

Capital Expenditures by Project

For the Four Months Ended April 30, 2025

Housing Services	**Annual Capital Cash Flow**	**Year-to-date Actual Expenditures**
Development Capital		
Housing Development - Heather Place - Building B	$ 16,468,000	$ 3,580,518
Housing Development - Heather Place - Building C	2,265,000	32,171
Housing Development - Heron's Nest	32,000,000	3,527,612
Housing Development - Kingston Gardens - Phase 1	3,500,000	419,587
Housing Development - Malaspina	6,000,000	426,216
Housing Development - Park Court	100,000	—
Housing Development - Projects in Planning	200,000	—
Housing Development - Riverside Drive	806,000	101,490
Housing Development - Salal Landing	14,305,000	823,961
Housing Development - The Connection	46,248,000	8,248,035
Housing Development - The Steller	38,554,000	7,462,871
Total Development Capital	**160,446,000**	**24,622,461**
Building Rehabilitation		
Housing Development - Crown Manor	3,840,000	27,250
Housing Development - Le Chateau Place	5,900,000	14,752
Housing Development - Manor House	2,470,000	61,065
Housing Development - Minato West	5,900,000	669,171
Housing Development - Regal	100,000	—
Housing Development - Somerset Gardens	500,000	—
Housing Development - Strathearn Court	7,000,000	961,941
Total Building Rehabilitation	**25,710,000**	**1,734,179**
Total Housing Services	**$ 186,156,000**	**$ 26,356,639**

Liquid Waste Services	Annual Capital Cash Flow	Year-to-date Actual Expenditures
Collections		
104th Ave PS and FM for Redirection to NLWWTP	$ 100,000	$ 1,888
Albert Street Trunk Sewer	50,000	—
Big Bend Forcemain - Gate Replacement	176,000	—
Burnaby Lake North Interceptor Winston Section	15,966,000	827,287
Cloverdale Pump Station Capacity Upgrade	1,100,000	24,789
Cloverdale Trunk Sewer Capacity Upgrade	600,000	9,324
Columbia Forcemain (CLT) Rehabilitation	13,000,000	83
Combined Sewer Overflow Sampling Station Enhancements	410,000	26,545
Crescent Beach FM - Replacement	100,000	359,376
Drainage - Eagle Creek (Lower Section) Channel Restoration	500,000	—
Drainage - LWS Pump Station Programmable Logic Controller Replacements - Drainage	50,000	—
Drainage - Port Moody Storm Drain Rehabilitation	900,000	53,774
Drainage - Still Creek Culvert Rehabilitation (Gilmore section)	100,000	8,718
EMQC-Chemistry Laboratory	1,000,000	166,747
FSA Flow Metering Program	1,070,000	49,010
FSA River Crossing Scour Protection Program - Phase 1	500,000	4,145
FSA Sewer Relocations and Protections	1,650,000	—
FSA Statutory Right of Way Acquisitions Phase 1	3,500,000	2,046,123
Fraser Sewerage Area Integrated Resource Recovery (IRR) Study	429,000	31,142
Front Street Pressure Sewer Access Hatches Reinforcement	50,000	46,956
Gilbert/Brighouse Trunk Pressure Sewer Twinning Phase 2	6,887,000	—
Gilbert/Brighouse Trunk Pressure Sewer Twinning Phase 3	18,000,000	2,284,350
Gilbert/Brighouse Trunk Pressure Sewer Twinning Phase 4	10,000,000	1,402,772
Glenbrook CSO Gate Replacement	100,000	44,095
Glenbrook Combined Trunk Kingsway Sanitary Section	1,000,000	58,276
Glenbrook Combined Trunk Sewer Separation	50,000	89
Gleneagles Forcemain Replacement Phase 2	5,007,000	38,790
Gleneagles Pump Stations Improvements	5,835,000	2,797,927
Harbour Pump Station Discharge Header Repair and Valve Replacements	259,000	736,854
Harbour Pump Station Power Distribution Equipment Replacement	1,524,000	59,126
Harbour Sewerage Pump Station (HRB) - Suction Piping Replacement	850,000	12,753
Highbury Interceptor Diversion Junction Chamber Wall Rehabilitation	250,000	37,521
Jervis Pump Station 25kV Voltage Conversion	50,000	6,408
Jervis Sewerage Pump Station (JRV) - Suction Piping Replacement and Wet Well Modifications	500,000	3,306
Kent Pump Station High Voltage Switchgear Replacement	960,000	56,158
LWS Pump Station PLC Replacement Project	300,000	—
LWS Pump Station Programmable Logic Controller Replacements	300,000	—
LWS Pump Station Programmable Logic Controller Replacements	50,000	—
LWS Pump Station Programmable Logic Controller Replacements	50,000	—
Marshend Pump Station Capacity Upgrade	1,350,000	241,537
NSA Flow Metering Program	772,000	42,674

Liquid Waste Services	**Annual Capital Cash Flow**	**Year-to-date Actual Expenditures**
NSA Scour Protection Upgrades	50,000	25,294
NSI - River Road	1,500,000	—
NSI MH35 SSO Storage Tank	2,500,000	868,728
NSI Manson	1,150,000	733,397
NSSA Sewer Relocations and Protections	50,000	—
NVI Lynn Branch Siphon SSO Treatment	750,000	—
NWP Dip Replacement	1,500,000	—
New West Interceptor - Annacis Section 2	5,937,000	193,721
New West Interceptor Grit Chamber	250,000	—
New Westminster Interceptor Annacis Channel Crossing Scour Protection	2,000,000	—
New Westminster Interceptor Repair Columbia St. Section	200,000	100,264
New Westminster Interceptor West Branch and Columbia Extension Rehabilitation	3,000,000	114,891
North Road Trunk Sewer	500,000	10,999
North Road Trunk Sewer Phase 2	2,000,000	117,767
North Surrey Interceptor - Fraser River Crossing	500,000	72,964
North Surrey Interceptor - Port Mann Section - Odour Control	1,000,000	16,318
North Surrey Interceptor Program	250,000	176,336
North Surrey Interceptor Roebuck 112B Ave - Replacement	150,000	94,861
Ocean Park Trunk - Crescent Beach PS Section Replacement	400,000	—
Ocean Park Trunk Manholes Lining	1,000,000	—
Ocean Park Trunk Sewer - Air Management Facility	565,000	30,613
Other - Sewer Heat Projects	8,050,000	—
Port Coquitlam Pump Station Refurbishment	1,984,000	283,472
Port Moody Pump Station Capacity Upgrade	700,000	3,926
Production Way Facility Access and Parking Improvements	1,289,000	25,505
Production Way Operation Centre	5,645,000	161,862
Royal Ave PS Rehabilitation	8,800,000	1,550,404
SSI Delta - Air Management Facility Construction	1,000,000	88,667
SSI Influent Control Chamber Repair and Replace Gates	20,000	11,359
Sapperton Pump Station	500,000	240,199
Sapperton Pump Station Emergency Backup Power	1,895,000	31,823
Sewer Heat Projects - Surrey	6,000,000	—
South Surrey Interceptor Delta Section (SSD) Rehabilitation	400,000	53,635
South Surrey Interceptor Johnston Section	14,780,000	75,406
South Surrey Interceptor Rehabilitation-Scott Road Section	500,000	—
Stoney Creek Sanitary Trunk	3,650,000	318,749
Surrey Corrosion Control Facility Replacement	50,000	564
VSA Emergency Backup Power	2,750,000	429,991
VSA Flow Metering Program	2,359,000	49,913
VSA Grit Chamber Access Improvements Spanish Banks	2,000,000	52,365
VSA Sewer Relocations and Protections	500,000	212,899
VSA Statutory Right of Way Acquisitions 2024-2026	3,000,000	—
Westridge FM Replacement	6,250,000	47,364

Liquid Waste Services	Annual Capital Cash Flow	Year-to-date Actual Expenditures
Westridge Pump Stations 1 & 2 Refurbishment	5,575,000	15,128
White Rock Forcemain Rehabilitation	50,000	29,412
Other Projects	—	17,331
Total Collections	**198,344,000**	**17,734,671**
Treatment Plants		
AIWWTP Ammonia Removal Sidestream	700,000	74,344
AIWWTP Bar Screen #1 refurbishment	300,000	3,100
AIWWTP Centrifuge Schwing HPU replacement	1,000,000	461,106
AIWWTP Chemical Lab UPS System Replacement	150,000	8,912
AIWWTP Cogeneration Backup Power	200,000	122,015
AIWWTP Digester No. 5	2,000,000	33,364
AIWWTP Electrical Distribution System Protection Control and Monitoring	100,000	30,441
AIWWTP Hydrothermal Processing Pilot	14,500,000	601,546
AIWWTP ICS Replacement Program	1,500,000	133,605
AIWWTP IPS Pump Building Roof Replacement Phase 2	1,000,000	14,091
AIWWTP Influent System Remediation	1,395,000	78,834
AIWWTP Lubrication Storage Facility Conversion	1,150,000	—
AIWWTP O&M Building Refurbishment	300,000	—
AIWWTP Outfall Repair	250,000	—
AIWWTP Process Waste Drain Line Refurbishment	1,900,000	1,024
AIWWTP Replacement of Protective Relays	50,000	1,166
AIWWTP SCL Flow Control	300,000	132,855
AIWWTP SCL Flow Leveling Phase 2	300,000	132,855
AIWWTP Scum Pump Replacement	250,000	—
AIWWTP Sludge Control Building Electrical Room HVAC upgrade	900,000	27,330
AIWWTP Stage 5 Expansion - Optimization Works	2,000,000	5,279
AIWWTP Stage 5 Expansion Phase 2	1,400,000	4,320
AIWWTP Stage 5 Expansion Phase 2 - PDE	53,000,000	3,790,910
AIWWTP Stage 5 Expansion Phase 2b	10,000,000	2,628,350
AIWWTP Station Battery Replacement - PHASE 2	50,000	15,841
AIWWTP Trickling Filter Media & Distributor Arms & Ducting Replacement	3,520,000	69,905
AIWWTP UPS Condition Monitoring System	50,000	—
Annacis Influent System Surge Control Refurbishment	2,200,000	—
Annacis MCC 80 051, 80 070, 80 071 Replacement	50,000	35,952
Annacis Outfall System	26,999,000	1,534,560
Golden Ears Forcemain and River Crossing	209,000	53,264
IIWWTP - Biogas Lines Relocation	50,000	12,706
IIWWTP Biosolids Dewatering Facility	25,000	107,715
IIWWTP CEPT Polymer Line Replacement	250,000	695,106
IIWWTP CEPT Winterization	325,000	154,162
IIWWTP Digester 4 Roof Replacement & Mixing Replacement	50,000	39,495
IIWWTP ICS IPS Control Replacement	350,000	123,260

Liquid Waste Services	Annual Capital Cash Flow	Year-to-date Actual Expenditures
IIWWTP ICS Migration Program	500,000	—
IIWWTP ICS Replacement Program	200,000	2,271
IIWWTP IPS Drive Remediation	570,000	16,209
IIWWTP MCC/Power Distribution Assess/Replace - Phase 2	50,000	—
IIWWTP Medium Pressure Sludge Gas Blowers 3 & 4 Power Supply	600,000	4,858
IIWWTP Non-Domestic Trucked Liquid Waste Alternative	520,000	4,999
IIWWTP Outfall Refurbishment	2,500,000	29
IIWWTP PA Tanks Improvement	1,000,000	23,666
IIWWTP PA-Sed Tank & Gallery Wall Refurbishment	200,000	39,095
IIWWTP Replacement of CoGen Control System	125,000	536,243
IIWWTP Siphon Chamber Refurbishment	50,000	18,831
IIWWTP Solids Handling Refurbishment	50,000	—
IIWWTP Standby Diesel Generators	100,000	—
IIWWTP Surge Mitigation	200,000	—
IIWWTP Waste Gas Burner Redundancy	1,050,000	—
Iona Island Control & Instrumentation Replacement 2011	200,000	343,510
Iona Island Wastewater Treatment Plant	147,588,000	5,707,348
LIWWTP Admin Dewatering Building Roof Repair	675,000	8,111
LIWWTP Biogas Clean-up Project	50,000	36,545
LIWWTP Effluent Heat Recovery Project	5,000,000	99,545
LIWWTP Gravity Thickener Redundancy	150,000	107,389
LIWWTP Ground Fault Detection System Replacement	600,000	16,317
LIWWTP High Efficiency Boiler	500,000	—
LIWWTP ICS Electrical Distribution System Migration Program	1,500,000	—
LIWWTP ICS Replacement Program	2,000,000	21,539
LIWWTP PA Tank Odour Control System	75,000	—
LIWWTP PA-Sed Tank Refurbishment	310,000	27,638
LIWWTP Pilot Digestion Optimization Facility	200,000	52,137
LIWWTP Power Distribution Center Replacements	50,000	—
LIWWTP Power Reliability	2,017,000	30,286
LIWWTP SCL Refurbishment	500,000	37,330
LIWWTP Trickling Filter Refurbishment	716,000	76,263
NLWWTP 25 kV Substation Replacement	150,000	24,541
NLWWTP Ground Improvements	38,122,000	478,498
NLWWTP Outfall	3,931,000	158,997
NLWWTP Stage 1	13,481,000	12,820,201
NLWWTP Standby Diesel Generator	300,000	184
North Shore WWTP Secondary Upgrade, Conveyance and Decommissioning	454,825,000	87,622,133
Regional Biosolids Dryer AIWWTP	2,500,000	25,128,950
WWTPs Electrical System Studies & Upgrades	150,000	42,729
Other Projects	—	452,058
Total Treatment Plants	**812,078,000**	**145,065,857**
Total Liquid Waste Services	**$ 1,010,422,000**	**$ 162,800,528**

Regional Parks	**Annual Capital Cash Flow**	**Year-to-date Actual Expenditures**
Capital Development		
Capital Development - Burnaby Lake - Glencarin Greenway Connection	$ 2,000,000	$ —
Capital Development - Burns Bog Delta Nature Reserve Development	3,500,000	63,833
Capital Development - Campbell Valley - Perimeter Greenway Trail	1,500,000	35,613
Capital Development - Campbell Valley - Replacement of Little River Loop Boardwalk	1,750,000	—
Capital Development - Codd Wetland - Park Development	200,000	—
Capital Development - Deas Island - Design and Replace Sewage Disposal System For Day Use Area	250,000	—
Capital Development - Lynn Headwaters - Park Entry Bridge & Day Use Area	250,000	234,765
Capital Development - Lynn Valley - Cable Pool Bridge Replacement	150,000	—
Capital Development - North Langley Regional Park	5,000,000	—
Capital Development - Pacific Spirit - Beach Access Improvements	200,000	—
Capital Development - Pineridge Bridge Replacement	500,000	15,483
Capital Development - Second Canyon Lookout	500,000	—
Capital Development - Shoreline Stabilization	1,500,000	—
Capital Development - Upper Campbell Corridor / South Langley	500,000	—
Capital Development - West Creek Wetlands - Park Development	300,000	—
Capital Development- Feasibility Studies	300,000	12,853
Capital Replacement and Development - Belcarra - South Picnic Area and Cabins	3,000,000	66,755
Capital Replacement and Development - Capilano New Service Yard	500,000	47,850
Capital Replacement and Development - Grouse BCMC Realignment & Improvement	500,000	1,242
Capital Replacement and Development - Widgeon Marsh New Park Development	2,000,000	247,241
Other Projects	—	429,862
Total Capital Development	**24,400,000**	**1,155,497**
Parkland Acquisition Fund Projects		
Regional Land Acquisition	20,000,000	135,370
Total Parkland Acquisition Fund Projects	**20,000,000**	**135,370**
Total Regional Parks	**$ 44,400,000**	**$ 1,290,867**

Solid Waste Services	**Annual Capital Cash Flow**	**Year-to-date Actual Expenditures**
Landfills		
Coquitlam Landfill Gas Collection Upgrades Phase II	$ 1,000,000	$ 87,629
Coquitlam Landfill Maintenance East Closure	2,000,000	165,639
Coquitlam Landfill Maintenance Leachate Collection System Grade Realignment	900,000	—
Coquitlam Landfill Maintenance Pump Station Upgrade	1,650,000	3,710
Other Projects	—	6,000
Total Landfills	**5,550,000**	**262,978**
Recycling and Waste Centres		
Langley Recycling Depot Development	1,500,000	271,080
Langley Recycling and Waste Centre Site Reconfiguration	2,000,000	—
Maple Ridge Recycling and Waste Centre Upgrades	750,000	—
North Surrey Compactor	100,000	202,886
North Surrey Recycling Depot Development	1,000,000	—
North Surrey Site Reconfiguration	500,000	—
Weigh Scale Replacement	2,500,000	—
Other Projects	—	600
Total Recycling and Waste Centres	**8,350,000**	**474,566**
Waste To Energy Facilities		
Biosolids Processing	7,500,000	297,431
Primary Economizer Replacement	100,000	—
WTE Facility Air System Piping Replacement	300,000	—
WTE Facility Bottom Ash Crane Replacement	800,000	22,565
WTE Facility Compressed Air System Replacement	1,200,000	497,925
WTE Facility District Energy	5,500,000	232,762
WTE Facility Electrical Transformers Replacement	1,100,000	17,901
WTE Facility Fabric Filter Hopper and Pulse Header Refurbishment	2,505,000	201,384
WTE Facility Feedwater Pump Replacement	100,000	103,060
WTE Facility Fire Suppression System	400,000	320,289
WTE Facility Generation Bank Replacement	1,000,000	3,579
WTE Facility Generator Island Mode	3,000,000	—
WTE Facility Programmable Logic Controllers Replacement	500,000	—
WTE Facility Pug Mill Enclosure Ventilation System Replacement	500,000	—
WTE Facility Refuse Crane	2,100,000	95,966
WTE Facility Refuse Pit Bunker Door Replacement	400,000	—
WTE Facility Secondary Economizers Replacement	1,200,000	3,894
WTE Facility Soot Blower Piping Replacement	300,000	—
WTE Facility Stack Refurbishment	250,000	—
Other Projects	—	172,512
Total Waste To Energy Facilities	**28,755,000**	**1,969,268**
Total Solid Waste Services	**$ 42,655,000**	**$ 2,706,813**

Water Services	Annual Capital Cash Flow	Year-to-date Actual Expenditures
Water Mains		
Angus Drive Main	$ 500,000	$ —
Annacis Main No. 2 - Queensborough Crossover Improvement	150,000	—
Annacis Main No. 2 and Barnston Island Main Online Chlorine and pH Analyzers	450,000	207,437
Annacis Main No. 5 (North)	10,500,000	310,830
Annacis Main No. 5 (South)	15,300,000	279,679
Annacis Water Supply Tunnel	65,000,000	25,493,898
Burnaby Mountain Main No. 2	300,000	—
Cambie-Richmond Water Supply Tunnel	2,200,000	278,108
Central Park Main No. 2 (10th Ave to Westburnco)	3,050,000	164,419
Central Park Main No. 2 (Patterson to 10th Ave)	17,900,000	4,326,620
Clayton Langley Main No. 2	550,000	2,156
Coquitlam Main No. 4 (Cape Horn)	6,590,000	311,400
Coquitlam Main No. 4 (Central Section)	5,730,000	1,349,152
Coquitlam Main No. 4 (South Section)	65,500,000	6,712,097
Douglas Road Main No. 2 (Flow Meter 169) Replacement	750,000	4,166
Douglas Road Main No. 2 (Vancouver Heights Section)	300,000	20,479
Douglas Road Main No. 2 Still Creek	3,050,000	2,057,394
Douglas Road Main Protection	50,000	—
Haney Main No. 4 (West Section)	950,000	104,917
Improvements to Capilano Mains No. 4 and 5	250,000	—
Kennedy Newton Main	20,100,000	7,138,446
Lulu Island - Delta Main - Scour Protection Phase 2	50,000	—
Lulu-Delta Water Supply Tunnel	1,300,000	52,914
Lynn Valley Road Main, Seymour Main No. 3 & Seymour Main No. 4 Aerial Crossings Rehabilitation	850,000	175,447
Maple Ridge Main West Lining Repairs	500,000	—
Newton Reservoir Connection	400,000	—
Palisade Outlet Works Rehabilitation	1,500,000	45,388
Pitt River (Haney) Water Supply Tunnel	25,000,000	122,675
Port Mann Main No. 2 (South)	50,000	2,765
Port Mann Main No. 2 (South) Whalley Reservoir Feeder Main	500,000	—
Port Mann No. 1 South Section Decommissioning	150,000	—
Port Moody Main No. 1 Christmas Way Relocation	100,000	—
Port Moody Main No. 3 Scott Creek Section	8,800,000	386,951
Queensborough Main Royal Avenue Relocation	100,000	—
Rehabilitation of AN2 on Queensborough Bridge	100,000	986
Relocation and Protection for MOTI Expansion Project Broadway	100,000	—
Relocation and Protection for MOTI George Massey Crossing Replacement	100,000	—
Relocation and Protection for Translink Expansion Project Surrey Langley SkyTrain	100,000	21,331
Sapperton Main No. 1 New Line Valve and Chamber	300,000	34,141
Sapperton Main No. 2 North Road Relocation and Protection	100,000	—
Scour Protection Assessments and Construction General	550,000	150

Water Services	Annual Capital Cash Flow	Year-to-date Actual Expenditures
Second Narrows Crossing 1 & 2 (Burrard Inlet Crossing Removal)	400,000	—
Second Narrows Water Supply Tunnel	15,000,000	4,249,892
Seymour Main No. 2 Joint Improvements	50,000	8,505
Seymour Main No. 5 III (North)	2,000,000	95,282
South Delta Main No. 1 - Ferry Road Check Valve Replacement	100,000	16,531
South Delta Mains - 28 Ave Crossover	500,000	19,255
South Fraser Storage Yard	1,500,000	36,289
South Surrey Main No. 1 Nickomekl Dam Relocation	1,100,000	133,117
South Surrey Main No. 2	1,150,000	165,246
South Surrey Main No. 2 Nickomekl Dam Prebuild	500,000	—
South Surrey Supply Main (Serpentine River) Bridge Support Modification	50,000	13,433
Stanley Park Water Supply Tunnel	64,652,000	19,536,430
Tilbury Junction Chamber Valves Replacement with Actuators	450,000	14,991
Tilbury Main North Fraser Way Valve Addition	150,000	—
Water Chamber Improvements and Repairs	250,000	5,807
Water Meter Upgrades	1,500,000	345,585
Water Optimization - Instrumentation	2,150,000	194,649
Water Optimization Automation & Instrumentation Phase 1	250,000	15,489
Whalley Kennedy Main No. 2	500,000	70,930
Whalley Main	500,000	35,892
Other Projects	—	6,588
Total Water Mains	**352,572,000**	**74,567,853**
Pump Stations		
Barnston/Maple Ridge Pump Station - Back-up Power	4,000,000	—
Burnaby Mountain Pump Station No. 2	1,100,000	32,651
Cape Horn Pump Station No. 3	3,000,000	429,358
Capilano Raw Water Pump Station - Back-up Power	22,000,000	8,503,364
Capilano Raw Water Pump Station Bypass PRV Upgrades	2,100,000	4,523
Central Park WPS Starters Replacement	3,000,000	22,654
Grandview Pump Station Improvements	1,000,000	41,239
Newton Pump Station No. 2	13,650,000	286,663
Westburnco Pump Station - Back-up Power	1,500,000	9,467
Westburnco Pump Station No. 2 VFD Replacements	1,000,000	7,239
Other Projects	—	5,203
Total Pump Stations	**52,350,000**	**9,342,359**
Reservoirs		
Burnaby Mountain Tank No. 2 and No. 3	600,000	30,962
Cape Horn Reservoir Condition Assessment and Structural Repair	200,000	—
Capilano Energy Recovery Facility 66' PRV Replacement	500,000	—
Capilano Energy Recovery Facility Operational Upgrades	450,000	3,715
Central Park Reservoir Structural Improvements	200,000	—

Water Services	Annual Capital Cash Flow	Year-to-date Actual Expenditures
Dechlorination for Reservoir Overflow and Underdrain Discharges	800,000	110,924
Fleetwood Reservoir	5,000,000	5,269,578
Hellings Tank Operational Upgrades	800,000	50,995
Kersland Reservoir No. 1 Structural Improvements	100,000	—
Pebble Hill Reservoir No. 3 Seismic Upgrade	50,000	—
Pebble Hill Reservoir Seismic Upgrade	500,000	8,581
Prospect Reservoir Knotweed Removal and Drainage Improvements	500,000	21,899
Reservoir Isolation Valve Automation	1,250,000	—
Reservoir Preliminary Structural Assessments (Annual Inspection 2023 to 2025)	1,100,000	138,276
Reservoir Sampling Kiosks - Multi Location	550,000	16,720
Sasamat Reservoir Refurbishment	200,000	52,499
Sunnyside Reservoir Units 1 and 2 Seismic Upgrade	2,100,000	82,791
Vancouver Heights System Resiliency Improvements	300,000	1,337,369
Other Projects	—	16,515
Total Reservoirs	**15,200,000**	**7,140,825**
Treatment Plants		
CLD and SFD Lead Paint Removal, Surface Crack Injection and General Corrosion Mitigation	1,550,000	86,149
CWTP CO2 System Improvements	500,000	5,309
CWTP Mobile Disinfection System	350,000	31,858
CWTP Ozone Generation Upgrades for Units 2 & 3	1,200,000	11,595
CWTP Ozone Sidestream Pipe Heat Trace and Insulation	100,000	19,628
CWTP Ozone Sidestream Pump VFD Replacement	450,000	31,966
Coquitlam Lake Water Supply - Intake No. 2 & Tunnel	10,750,000	2,084,405
Coquitlam Lake Water Supply - Water Treatment	20,000,000	2,530,078
Industrial Communication Manager Migration	500,000	—
Loch Lomond Outlet Works Rehabilitation	200,000	17,215
Microbiology Laboratory Expansion	200,000	—
Online Chlorine and pH Analyzers Phase 1	1,500,000	19,941
SCFP - Greenwood and Back Wash Water Supply Pumps & SCOUR Blower VFD Replacement	800,000	—
SCFP Centralized Compressed Air System	500,000	3,029
SCFP Clearwell Baffle Replacement Pilot	1,650,000	32,887
SCFP Clearwell Membrane Replacement	200,000	32,543
SCFP Floc Tank Baffle Replacement and Ladder Installation to Improve Accessibility	2,400,000	25,644
SCFP OMC Building Expansion	2,300,000	14,354
SCFP Polymer System Upgrade	150,000	13,612
Small Logic Controller Control System Upgrades Phase 1	600,000	20,034
Other Projects	—	800
Total Treatment Plants	**45,900,000**	**4,981,046**
Others		
CLD & SFD Fasteners Replacement & Coating Repairs	150,000	—

Water Services	Annual Capital Cash Flow	Year-to-date Actual Expenditures
Capilano Raw Water Pump Station VFD Upgrades	1,600,000	—
Capilano Reservoir and Seymour Reservoir Dam Safety Boom Replacement	5,310,000	60,259
Capilano Watershed Security Gatehouse	1,900,000	1,282,320
Cleveland Dam - Lower Outlet HBV Rehabilitation	300,000	690,074
Cleveland Dam Drumgate Seal Replacement	250,000	181,504
Cleveland Dam Power Resiliency Improvements	50,000	33,330
Cleveland Dam Public Warning System and Enhancements	2,000,000	269,134
Cleveland Dam Seismic Stability Evaluation	300,000	45,240
Facilities O&M Documentation Development - Phase 1	800,000	36,160
Lake City HVAC Upgrade	600,000	594
Lower Seymour Conservation Reserve Learning Lodge Replacement	250,000	—
Newton Rechlorination Station No. 2	400,000	—
Rechlorination Station Upgrades	2,000,000	461,478
Rice Lake Dams Rehabilitation	250,000	16,865
SCADA Moscad Server & ICS Historian Expansion & Partitioning	50,000	11,961
Seymour Falls Dam Public Warning System	800,000	24,860
Seymour Falls Dam Seismic Stability Assessment	500,000	35,712
South Fraser Works Yard	1,000,000	34,886
Other Projects	—	4,050
Total Others	**18,510,000**	**3,188,427**
Total Water Services	**$ 484,532,000**	**$ 99,220,510**

TREASURY RESULTS

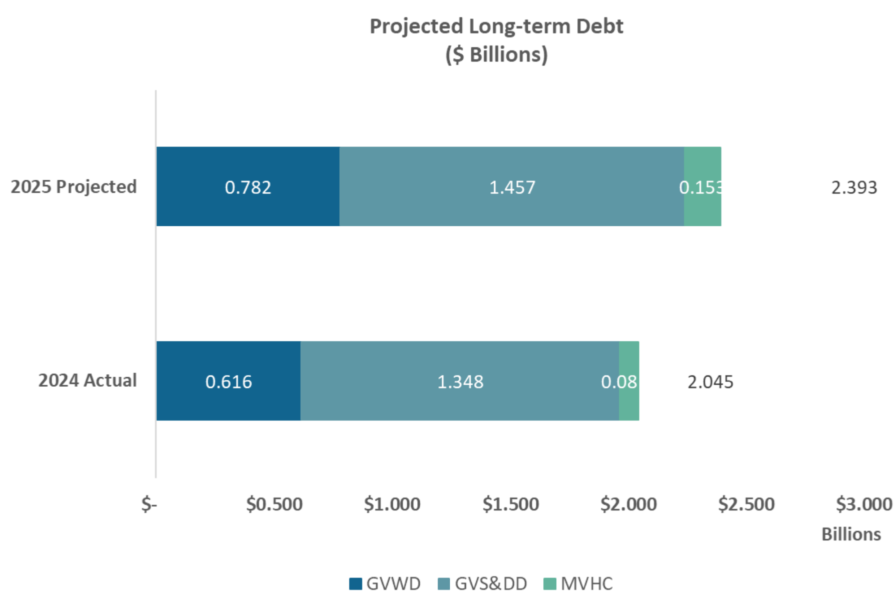
Long-term debt

Long-term debt, net of sinking funds reflects the amount of long-term borrowing forecasted to the end of 2025. Sinking funds consist of principal payments paid to MFA over the term of the debenture issue. These payments are invested by MFA which along with the interest earned will offset the debenture obligation.

As a result of capital projects progressing to completion and or ramping up in 2025, the total projected MFA borrowing for 2025 is $600.0M, whereas the total MFA borrowing in 2024 was $350.0M. The projected debt below includes $67.2M of construction financing loans for MVHC. The total new projected borrowing in 2025 is $667.2M, aligned with the January 2025 forecasted borrowing.

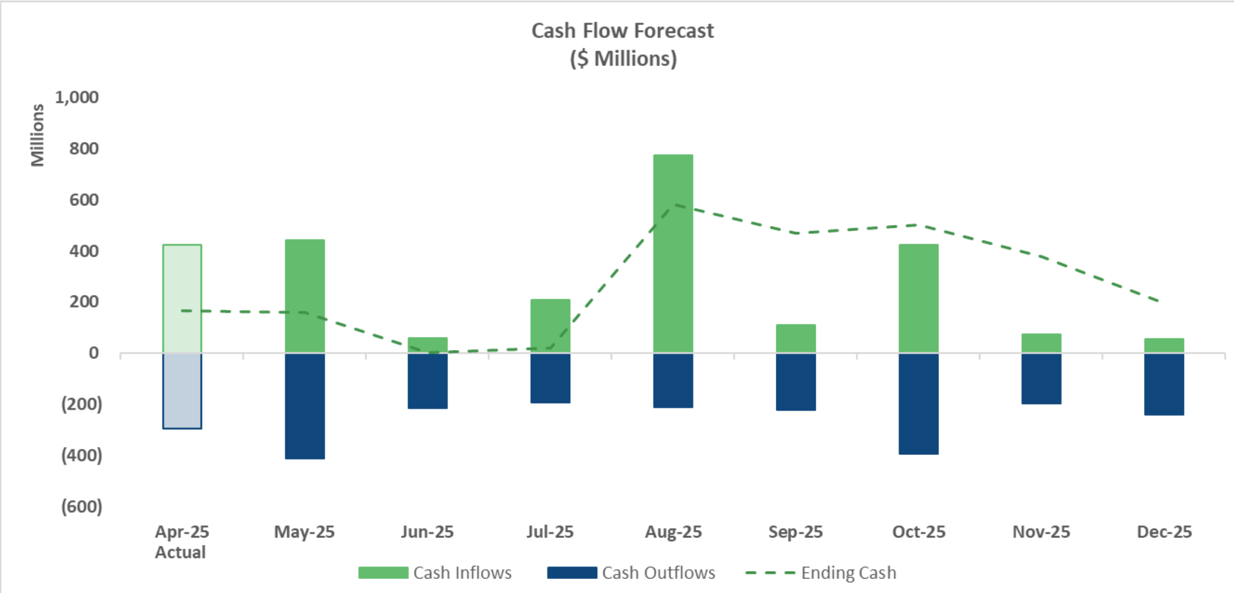
Furthermore, the MFA long-term borrowing rate for the 2025 Spring borrowing of $350.0M was 3.55%, which is lower than the Spring 2024 rate of 4.44% indicating a softening in long-term interest rates. The impact of the lower amount of borrowing and lower interest rates results in a lower than expected forecasted debt service ratio (interest and principal payments to revenue) from 17.9% to 16.3%.

By the end of 2025, long-term debt is expected to increase by $347.8M to $2.393B compared to $2.045B at the end of 2024. The increase is largely from the $667.2M projected new debenture debt issuances, offset by $319.4M annual debenture payments and the MFA sinking fund asset.

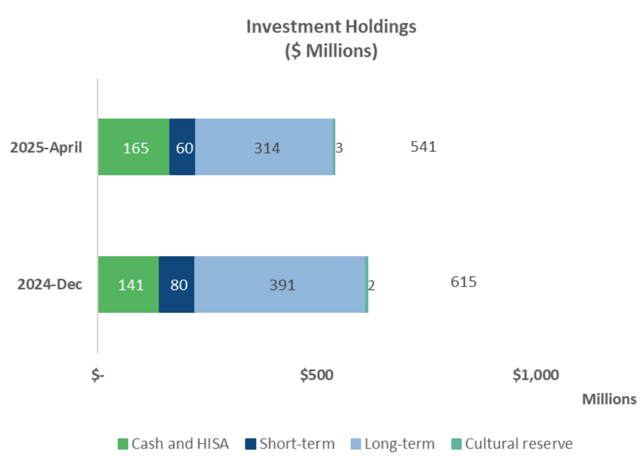


Cash and Investments

The chart below provides the April 2025 actual cash position and the cash flow forecast for Metro Vancouver from May 2025 to December 2025. Treasury is continuously reviewing cash and reserve balances to ensure adequate liquidity to sustain operations and managing risk while also making efficient use of its cash.



The charts below provide summaries of the cash and investment holdings as of April 30, 2025 compared to December 31, 2024, as well as the investment maturities for the portfolio. Cash and investments has decreased as of April 30, 2025 from $614.6M at December 31, 2024 to $541.0M. This is largely due to spend in capital. There is seasonality in cash flows, where cash levels spike in the third quarter when tax levy revenue is received. The cash balance will tread downwards by the end of 2025 as the tax levy received in the third quarter is utilized to fund 2025 budgeted operating and capital expenses. As interest rates continue to decrease and capital spend increases, the District's will participate in the Spring and Fall MFA issues for 2025. Treasury is continuously reviewing cash and reserve balances to ensure adequate liquidity to sustain operations and managing risk while also making efficient use of its cash.



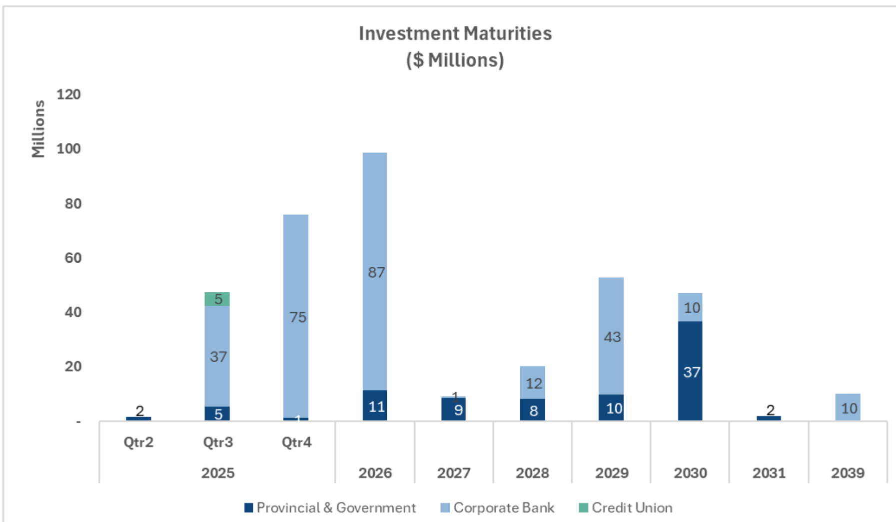
(in thousands of dollars)	2025-April	2024-December
Cash and high-interest saving accounts	$ 164,540	$ 141,114
Short-term investments *	60,000	80,000
Long-term investments **	313,823	391,294
Cultural reserve investments ***	2,635	2,207
Total Cash & Investment Holdings	**$ 540,998**	**$ 614,614**

* Short-term investments have terms of less than one year and include bankers' acceptances, Canadian bank bonds and credit union term deposits.

** Long-term investments have terms of greater than one year and include Canadian bank bonds, guaranteed investment certificates, credit union term deposits and MFA pooled funds.

*** Cultural reserve investments are reserve for contribution to cultural activities.

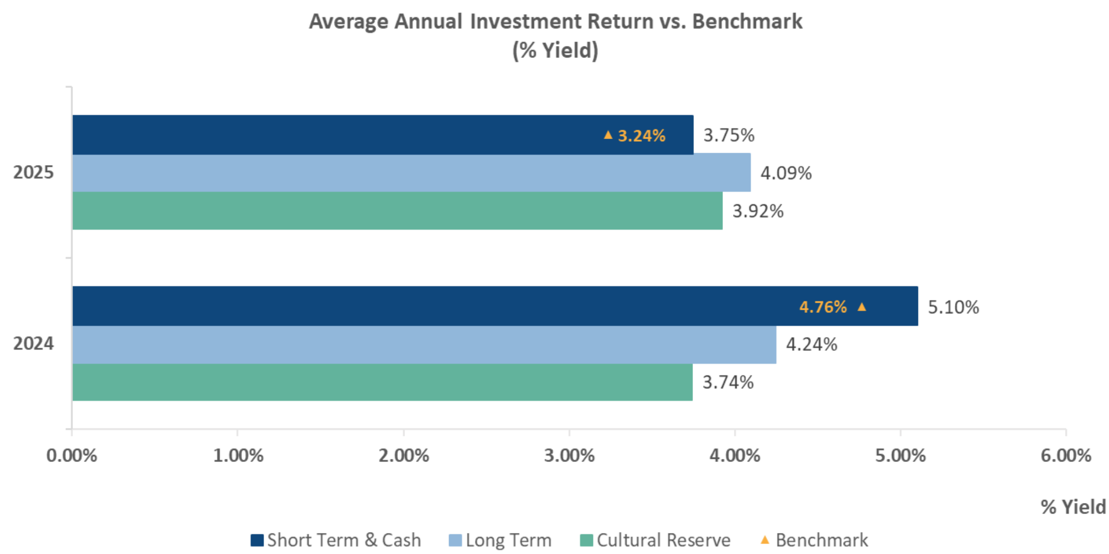
Investments are held to 2039, however the majority of the portfolio will mature within two years. Remaining investment maturities in 2025 are expected to be $125.0M. Treasury will strategically reinvest funds or convert to cash if cash resources are required.



Investment Returns

As of April 2025, the total weighted average return is 3.89%, lower than 4.52% reported in December 2024. The short-term average investment returns as of April 2025 have decreased from 2024 to 3.75%, due to the decrease in banking prime rate, driven by the Bank of Canada policy decisions. Long-term returns decreased from 4.24% to 4.09% due maturities that were not re-invested. As interest rates are expected to decline, Metro Vancouver's rate of return is also expected to decline as maturing investments will be re-invested into the current market.

The chart below summarizes the investment returns by investment category against benchmark rates. The chart indicates the return on short-term investments of 3.75% has surpassed the MFA benchmark of 3.24%:



Financial Position Indicators

Illustrated below is additional insight into Metro Vancouver's financial position. These ratios measure Metro Vancouver's current performance compared to budget and prior year.

	2025-Budget	2025-Forecast	2024-Dec
Current Ratio	-	-	2.4
Debt Servicing	17.9%	16.3%	18.3%
Interest Burden	7.6%	5.9%	6.6%
Interest Revenue	$ 12.4M	$ 20.1M	$ 30.2M

Current ratio is calculated as current assets divided by current liabilities. The current ratio indicates cash exceeded our current obligations by 2.4 times at December 31, 2024. The organizations' financial assets are more than sufficient to offset the amount of short-term obligations.

Debt servicing costs is a calculation of long-term debt principal and interest payments divided by revenue. Interest burden is a component of the debt servicing costs, interest payments divided by revenue. The forecasted (16.3%) ratio is less than budgeted due to the projected 2025 borrowings being less than anticipated from lower than anticipated capital spending and interest rates.

Investment interest revenue as of December 31, 2024 exceeded budget by $17.8M due to locking in high interest investments in prior years.

PROCUREMENT

Awarded Procurement

- The tables below provide:
    - The number and value of awards approved by the Metro Vancouver Board, as well as those approved by the Corporation in excess of $500,000 that are not awarded by the Board in accordance with the existing Board-approved Procurement Policy. The figures only include awards with contracts that have been fully executed as of April 30, 2025.
    - Three awards were approved by the Board in the four months of 2025, accounting for 3% of the total number of awards but approximately 98% of the total dollar value awarded.

Table 1. Number of Contracts Awarded

Award Type	**Year-to-date April 2025**	**2024**	**2023**	**2022**
Board Awarded	3	20	16	20
Corporate Awarded	101	101	51	53
Total	104	121	67	73

Table 2. Value of Contracts Awarded

Award Type	**Year-to-date April 2025**	**2024**	**2023**	**2022**
Board Awarded	$ 2,209,304,212	$ 911,002,450	$ 465,895,019	$ 434,664,449
Corporate Awarded	48,928,675	176,908,632	71,980,936	89,019,028
Total	**$ 2,258,232,887**	**$ 1,087,911,082**	**$ 537,875,955**	**$ 523,683,477**

Awarded Bids – January to April 2025

The following contracts have been awarded by Metro Vancouver. Contracts have been entered into with the vendors offering the best value to the Corporation determined in accordance with the evaluation criteria, factors or methods previously disclosed in the public solicitation documents.

Results of Open Public Competitive Procurements - Awards from January to April 2025

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
24-576	SS/NOIC	Properties Interest Information Management System Maintenance and Licenses	01-Jan-25	ENKON Information Systems Inc.	$ 189,410	Yes
24-316	RFP	Cleveland Dam and Seymour Falls Dam Safety Boom Condition Assessments	06-Jan-25	Klohn Crippen Berger Ltd.	$ 109,177	Yes
24-316	RFP	Cleveland Dam and Seymour Falls Dam Safety Boom Condition Assessments	06-Jan-25	AtkinRealis	NA	No
24-316	RFP	Cleveland Dam and Seymour Falls Dam Safety Boom Condition Assessments	06-Jan-25	KGS Group	NA	No
24-316	RFP	Cleveland Dam and Seymour Falls Dam Safety Boom Condition Assessments	06-Jan-25	Revelstoke Design Services Ltd.	NA	No
24-316	RFP	Cleveland Dam and Seymour Falls Dam Safety Boom Condition Assessments	06-Jan-25	WSP Canada Inc.	NA	No
24-430	RFP	AIR EMISSIONS AND EMISSION CONTROL TECHNOLOGIES ASSESSMENT	07-Jan-25	Envirochem Services Inc.	$ 94,350	Yes
24-430	RFP	AIR EMISSIONS AND EMISSION CONTROL TECHNOLOGIES ASSESSMENT	07-Jan-25	Ramboll Canada Inc.	NA	No
24-437	RFP	2025 Fraser River ADCP Study	07-Jan-25	ASL Environmental Sciences Inc.	$ 82,196	Yes
24-437	RFP	2025 Fraser River ADCP Study	07-Jan-25	WSP Canada Inc.	NA	No
24-466	RFP	Lynn Headwaters Regional Park Engineering Design	07-Jan-25	Dunne Enterprises Ltd.	$ 139,230	Yes
24-466	RFP	Lynn Headwaters Regional Park Engineering Design	07-Jan-25	Entuitive	NA	No
24-466	RFP	Lynn Headwaters Regional Park Engineering Design	07-Jan-25	ISL Engineering & Land Services Ltd.	NA	No
24-466	RFP	Lynn Headwaters Regional Park Engineering Design	07-Jan-25	Parsons Inc.	NA	No
24-466	RFP	Lynn Headwaters Regional Park Engineering Design	07-Jan-25	Scouten & Associates Engineering Ltd.	NA	No
24-466	RFP	Lynn Headwaters Regional Park Engineering Design	07-Jan-25	Stantec Consulting Ltd.	NA	No
23-233	RFP	Consulting Engineering Services for North Surrey Interceptor Roebuck Section (NSR) Replacement	08-Jan-25	WSP Canada Inc.	$ 900,187	Yes
24-563	SS/NOIC	BASIS Software Subscription and Support	08-Jan-25	Corporate Services LLC	$ 200,784	Yes
24-046	Co-Operative Procurement	Supply and Delivery of Canoe Services - Leasing of Print Shop	10-Jan-25	Xerox Canada	$ 292,203	Yes
24-185	RFP	Iona WWTP Digester #2 Cleaning Services	15-Jan-25	GFL Environmental Services Inc.	$ 737,302	Yes
24-046	Co-Operative Procurement	Supply and Delivery of Canoe Services - Splunk Enterprise Annual Subscription renewal	16-Jan-25	CDW Canada Corporation	$ 80,802	Yes
24-046	Co-Operative Procurement	Supply and Delivery of Canoe Services - Adobe Creative Cloud licenses Renewal	16-Jan-25	CDW Canada Corporation	$ 87,250	Yes
24-484	RFP	Fraser River Environemental Monitoring Program – 2025 Water Monitoring	16-Jan-25	WSP Canada Inc.	$ 950,000	Yes
24-484	RFP	Fraser River Environemental Monitoring Program – 2025 Water Monitoring	16-Jan-25	Ausenco Engineering Canada Inc.	NA	No
24-484	RFP	Fraser River Environemental Monitoring Program – 2025 Water Monitoring	16-Jan-25	Triton Environmental Consultants	NA	No
23-205	RFP	Supply and Delivery of One E-House & Switchgear for Harbour Pump Station Power Distribution System Replacement	21-Jan-25	RIC Power Corp.	$ 1,361,650	Yes
23-205	RFP	Supply and Delivery of One E-House & Switchgear for Harbour Pump Station Power Distribution System Replacement	21-Jan-25	Crown Technical Systems	NA	No
24-026	ITT	Electrical Installation and Commissioning for Scum Dipper PLC Replacement at LuLu Island Wastewater Treatment Plant (LIWWTP)	21-Jan-25	J A Electric Inc.	$ 162,775	Yes
24-026	ITT	Electrical Installation and Commissioning for Scum Dipper PLC Replacement at LuLu Island Wastewater Treatment Plant (LIWWTP)	21-Jan-25	Ross Morrison Electrical Ltd.	NA	No
24-026	ITT	Electrical Installation and Commissioning for Scum Dipper PLC Replacement at LuLu Island Wastewater Treatment Plant (LIWWTP)	21-Jan-25	Gifford Electric Ltd.	NA	No
24-046	Co-Operative Procurement	Supply and Delivery of Canoe Services - Vehicle GPS / Telematics Services	21-Jan-25	AdvantageOne Technology Inc.	$ 1,450,000	Yes
24-151	RFP	Supply and Delivery of Transformers for Standby Power System for the Iona Island Wastewater Treatment Plant (IIWWTP) Projects	22-Jan-25	Boundary Electric (1985) Ltd.	$ 680,098	Yes
24-151	RFP	Supply and Delivery of Transformers for Standby Power System for the Iona Island Wastewater Treatment Plant (IIWWTP) Projects	22-Jan-25	Wesco Distribution Canada Co.	NA	No
24-151	RFP	Supply and Delivery of Transformers for Standby Power System for the Iona Island Wastewater Treatment Plant (IIWWTP) Projects	22-Jan-25	Raelkon Teams	NA	No

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
24-555	SS/NOIC	Rogers Relocation for the Connection	22-Jan-25	Rogers Communications Canada Inc.	$ 175,508	Yes
24-443	SS/NOIC	Consulting Services For District Energy Business Case	23-Jan-25	Reshape Infrastructure Strategies	$ 100,000	Yes
23-281	RFP	Supply and Delivery of One Standby Diesel Generator and Switchgear	24-Jan-25	Finning International Inc.	$ 3,550,104	Yes
23-281	RFP	Supply and Delivery of One Standby Diesel Generator and Switchgear	24-Jan-25	Cullen Diesel Power Ltd.	NA	No
23-281	RFP	Supply and Delivery of One Standby Diesel Generator and Switchgear	24-Jan-25	Wesco Distribution Canada Co.	NA	No
23-281	RFP	Supply and Delivery of One Standby Diesel Generator and Switchgear	24-Jan-25	Cummins Sales and Service	NA	No
21-457	RFQ	Northshore Wastewater Treatment Plant (NSWWTP) Project - C2	27-Jan-25	PCL Constructors Westcoast Inc.	$1,950,000,000	Yes
24-182	RFP-MA	Design Consulting Services - for CAM (MLP and LRB/LHS)	27-Jan-25	E. Lees & Associates Consulting Ltd.	$ 1,000,000	Yes
24-182	RFP-MA	Design Consulting Services - for CAM (MLP and LRB/LHS)	27-Jan-25	Hapa Landscape Architecture		Yes
24-182	RFP-MA	Design Consulting Services - for CAM (MLP and LRB/LHS)	27-Jan-25	ISL Engineering & Land Services Ltd.		Yes
24-182	RFP-MA	Design Consulting Services - for CAM (MLP and LRB/LHS)	27-Jan-25	R.F. Binnie & Associates		Yes
24-182	RFP-MA	Design Consulting Services - for CAM (MLP and LRB/LHS)	27-Jan-25	VDZ+A Consulting Inc.		Yes
24-572	RFSO	Creative Services	27-Jan-25	Wasserman Advertising	$ 180,000	Yes
24-572	RFSO	Creative Services	27-Jan-25	Slingshot Communications		Yes
24-256	RFP	Northwest Langley WWTP TF Bypass Gate Replacement	28-Jan-25	Mitchell Installations Ltd.	$ 439,579	Yes
24-256	RFP	Northwest Langley WWTP TF Bypass Gate Replacement	28-Jan-25	Pomerleau Inc.	NA	No
24-256	RFP	Northwest Langley WWTP TF Bypass Gate Replacement	28-Jan-25	Clearway Construction Inc.	NA	No
23-353	RFP-MA	Electrical, Instrumentation and Control (EIC) Engineering Consulting Services for Small Automation Projects	30-Jan-25	Tetra Tech Canada Inc.	$ 5,000,000	Yes
23-353	RFP-MA	Electrical, Instrumentation and Control (EIC) Engineering Consulting Services for Small Automation Projects	30-Jan-25	QCA Systems Ltd.		Yes
23-353	RFP-MA	Electrical, Instrumentation and Control (EIC) Engineering Consulting Services for Small Automation Projects	30-Jan-25	BBA Engineering Ltd.		Yes
23-353	RFP-MA	Electrical, Instrumentation and Control (EIC) Engineering Consulting Services for Small Automation Projects	30-Jan-25	Stantec Consulting Ltd.		Yes
23-353	RFP-MA	Electrical, Instrumentation and Control (EIC) Engineering Consulting Services for Small Automation Projects	30-Jan-25	Clean Energy Consulting Inc.		Yes
23-353	RFP-MA	Electrical, Instrumentation and Control (EIC) Engineering Consulting Services for Small Automation Projects	30-Jan-25	Carollo Engineers Canada Ltd.	NA	No
23-353	RFP-MA	Electrical, Instrumentation and Control (EIC) Engineering Consulting Services for Small Automation Projects	30-Jan-25	Kerr Wood Leidal Associates Ltd.	NA	No
23-353	RFP-MA	Electrical, Instrumentation and Control (EIC) Engineering Consulting Services for Small Automation Projects	30-Jan-25	CIMA Canada Inc.	NA	No
23-353	RFP-MA	Electrical, Instrumentation and Control (EIC) Engineering Consulting Services for Small Automation Projects	30-Jan-25	enCompass Electrical Solutions	NA	No
23-353	RFP-MA	Electrical, Instrumentation and Control (EIC) Engineering Consulting Services for Small Automation Projects	30-Jan-25	Flexcell Engineering	NA	No
23-353	RFP-MA	Electrical, Instrumentation and Control (EIC) Engineering Consulting Services for Small Automation Projects	30-Jan-25	Automaterra Systems Inc.	NA	No
23-353	RFP-MA	Electrical, Instrumentation and Control (EIC) Engineering Consulting Services for Small Automation Projects	30-Jan-25	Wellingdale Group Inc.	NA	No
24-391	RFP	Columbia Forcemain Cured in Place Pipe Rehabilitation - Early Works	31-Jan-25	Michels Canada Co.	$ 200,000	Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	669251 Alberta Ltd	$ 6,000,000	Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	9D Analytics LLC		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Advanteca Consulting Inc		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	AMTG Consulting Ltd.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Amy Tsang Landscape Architect		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Aqua Libra Consulting Ltd.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	ASHO Services Inc.		Yes

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Ausenco Engineering Canada Inc.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Better Projects Incorporated		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	BTY Consultancy Group Inc.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Carollo Engineers Canada Ltd.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	CDM Smith		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Charter Project Delivery Inc.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Colliers Project Leaders Inc.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Collings Johnston Inc.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Core6 Environmental Ltd.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Danax Projects Ltd		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Deloitte		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	EIC Solutions Ltd.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Ella Advisory Services		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Emelko Advisory Services		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	ERM Canada Ltd.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Ernst & Young LLP		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Excel Advisory Services Ltd.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	EXP Services Inc.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Francl Architecture Inc.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	GEI Consultants		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Gerin Seismic Design Inc.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	GHD Limited		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Gregg Korbin		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	HHI Services Ltd.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	ISL Engineering & Land Services		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Jennifer Davies Consulting Ltd.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Ken Abraham Consulting		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Kerr Wood Leidal Associates Limited		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	KPMG LLP		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Lanarc		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	LARIC Capital		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Lead EPC Consultants Inc.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Legacy Environmental Ltd.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Local Practice Architecture & Design Ltd.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Lucent Quay Consulting Inc.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Maven Consulting Limited		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Mott MacDonald Canada		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	New Energy Marine Organization (NEMO) Ltd.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	One-Eighty Consulting Group Inc		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Platypus Creative Group Communications		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	PMA Project Controls Canada ULC		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Potentialize Consulting Inc.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	PricewaterhouseCoopers LLP		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Project Talent Acquisition Group Inc.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	R.F. Binnie & Associates Ltd.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	RAM Engineering Ltd.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Reshape Infrastructure Strategies Ltd.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Ross W Boulanger (sole proprietor)		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Ryan Ziels		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Sedgwick Strategies Inc.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Southpaw Learning Plan		Yes

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Stratice Consulting Inc.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Tiree Facility Solutions Inc.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Tranmotion Services Ltd.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Trilobite Consulting Limited		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	W2 Consulting Ltd.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Westmar Advisors Inc.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Woodplc		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	WSP Canada Inc.		Yes
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Laura Killam Architecture	NA	No
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Associated Engineering (B.C.) Ltd.	NA	No
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Causeway Consulting Inc.	NA	No
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	GM BluePlan Engineering Limited	NA	No
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Hudson Optimization Consulting	NA	No
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	ic Infrastructure Corporation	NA	No
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Inexertus Integrated Project Management Inc.	NA	No
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Inform Energy Solutions Corporation	NA	No
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Leading EPC Consultants Inc.	NA	No
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	MEMAR Value Strategies Inc.	NA	No
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Monica B. Emelko	NA	No
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Neda Roohnia Landscape Design	NA	No
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Sanjeev Malushte (Sole Proprietor)	NA	No
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	Skylark Management Corp.	NA	No
23-262	RFP	Infrastructure Project Advisory Consulting Services	04-Feb-25	TerraFauna Wildlife Consulting, Inc	NA	No
23-155	RFP	Construction Services for Newton Pump Station No.2 - Early Works Services	05-Feb-25	Pomerleau Inc.	$ 200,000	Yes
23-155	RFP	Construction Services for Newton Pump Station No.2 - Early Works Services	05-Feb-25	Maple Reinders Constructors Ltd.	NA	No
23-155	RFP	Construction Services for Newton Pump Station No.2 - Early Works Services	05-Feb-25	Graham Infrastructure LP	NA	No
23-155	RFP	Construction Services for Newton Pump Station No.2 - Early Works Services	05-Feb-25	Kenaidan Contracting Ltd.	NA	No
23-155	RFP	Construction Services for Newton Pump Station No.2 - Early Works Services	05-Feb-25	North America Construction (1993) Ltd.	NA	No
24-169	RFP	Supply and Delivery of Peracetic Acid Solution, Dosage System, Equipment Maintenance and Technical Services	05-Feb-25	USP Technologies Canada ULC	$ 1,300,000	Yes
24-567	SS/NOIC	Maintenance Task Analysis Support	10-Feb-25	MV Reliability Services	$ 137,835	Yes
24-574	SS/NOIC	Archaeological Consulting Services for the Construction Phase of Hudson Street Forcemain Emergency Replacement	10-Feb-25	ISL Engineering and Land Services Ltd.	$ 210,955	Yes
24-132	RFP-MA	Engineering Services - Fugitive Emissions - Lulu Island Wastewater Treatment Plant Fugitive Emissions Monitoring	11-Feb-25	Jacobs Consultancy Canada, Inc. (Jacobs)	$ 2,000,000	Yes
24-132	RFP-MA	Engineering Services - Fugitive Emissions - Lulu Island Wastewater Treatment Plant Fugitive Emissions Monitoring	11-Feb-25	Brown and Caldwell		Yes
24-132	RFP-MA	Engineering Services - Fugitive Emissions - Lulu Island Wastewater Treatment Plant Fugitive Emissions Monitoring	11-Feb-25	Stantec Consulting Ltd.	NA	No
25-041	SS/NOIC	Community Liaison Services for Coquitlam Water Main project	12-Feb-25	SitePartners	$ 210,840	Yes
24-534	RFP	Consulting Services for Visitor Use Management Strategy for Regional Parks	13-Feb-25	DJ&A Canada Corp	$ 100,000	Yes
24-534	RFP	Consulting Services for Visitor Use Management Strategy for Regional Parks	13-Feb-25	E. Lees & Associates Consulting Ltd.	NA	No
24-534	RFP	Consulting Services for Visitor Use Management Strategy for Regional Parks	13-Feb-25	RC Strategies Inc.	NA	No
24-534	RFP	Consulting Services for Visitor Use Management Strategy for Regional Parks	13-Feb-25	O2 Planning + Design	NA	No
24-193	RFP	Operation and Maintenance of the Metro Vancouver Waste-to-Energy Facility	18-Feb-25	Veolia Water Canada Inc.	$ 245,000,000	Yes
24-193	RFP	Operation and Maintenance of the Metro Vancouver Waste-to-Energy Facility	18-Feb-25	NAES Corporation	NA	No
25-063	RFP	Board Governance Review	20-Feb-25	Deloitte LLP	$ 99,000	Yes
25-063	RFP	Board Governance Review	20-Feb-25	BDO Canada LLP	NA	No
25-063	RFP	Board Governance Review	20-Feb-25	Southern Butler Price LLP	NA	No
25-063	RFP	Board Governance Review	20-Feb-25	Strategy Corp	NA	No
25-063	RFP	Board Governance Review	20-Feb-25	Watson Board Advisors	NA	No
24-532	RFP	Lions Gate Receiving Environment Monitoring Program	21-Feb-25	Hatfield Consultants LLP	$ 1,300,000	Yes
24-532	RFP	Lions Gate Receiving Environment Monitoring Program	21-Feb-25	LGL Limited	NA	No

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
25-024	RFP	Planning Services, Rental Housing Blueprint - Phase Two	21-Feb-25	SvN Architects + Planners Inc.	$ 255,000	Yes
24-533	RFP	Iona Deep Sea Outfall Environment Monitoring Program	25-Feb-25	Hatfield Consultants LLP	$ 1,100,000	Yes
24-533	RFP	Iona Deep Sea Outfall Environment Monitoring Program	25-Feb-25	LGL Limited	NA	No
24-097	RFP	Supply and Delivery of E-House for Standby Power System for the Iona Island Wastewater Treatment Plant (IIWWTP) Projects	27-Feb-25	RIC Power Corporation	$ 7,309,624	Yes
24-097	RFP	Supply and Delivery of E-House for Standby Power System for the Iona Island Wastewater Treatment Plant (IIWWTP) Projects	27-Feb-25	Uptime Industrial	NA	No
24-097	RFP	Supply and Delivery of E-House for Standby Power System for the Iona Island Wastewater Treatment Plant (IIWWTP) Projects	27-Feb-25	Vanguard Power Ltd.	NA	No
24-097	RFP	Supply and Delivery of E-House for Standby Power System for the Iona Island Wastewater Treatment Plant (IIWWTP) Projects	27-Feb-25	Arbutus West Agency Ltd	NA	No
24-097	RFP	Supply and Delivery of E-House for Standby Power System for the Iona Island Wastewater Treatment Plant (IIWWTP) Projects	27-Feb-25	Finning Canada	NA	No
24-097	RFP	Supply and Delivery of E-House for Standby Power System for the Iona Island Wastewater Treatment Plant (IIWWTP) Projects	27-Feb-25	Tundra Process Solutions Ltd.	NA	No
25-040	SS/NOIC	Engagement Support Coquitlam Lake Water Supply Project	28-Feb-25	Lucent Quay Consulting Inc.	$ 905,550	Yes
24-315	RFP	Water Services and Liquid Waste Services Facility Criticality & Risk Framework, Phase 2	04-Mar-25	GEI Consultants	$ 115,505	Yes
24-315	RFP	Water Services and Liquid Waste Services Facility Criticality & Risk Framework, Phase 2	04-Mar-25	GHD Limited	NA	No
24-073	RFP	Supply and Delivery of Motor Control Centre Lineup and BC Hydro Metering Section	05-Mar-25	Wesco Distribution Canada	$ 397,100	Yes
24-073	RFP	Supply and Delivery of Motor Control Centre Lineup and BC Hydro Metering Section	05-Mar-25	Softac Systems Ltd.	NA	No
24-391	RFP	Columbia Forcemain Cured in Place Rehabilitation	12-Mar-25	Michels Canada Inc.	$ 14,304,212	Yes
24-391	RFP	Columbia Forcemain Cured in Place Rehabilitation	12-Mar-25	PW Trenchless Construction Inc.	NA	No
25-011	SS/NOIC	Waste-to-Energy Facility Engineering Support	14-Mar-25	MDNeild Consulting Services	$ 120,900	Yes
22-004	RFSO	Acute Toxicity Testing Program	18-Mar-25	Bureau Veritas Canada (2019) Inc.	$ 77,745	Yes
22-004	RFSO	Chronic Toxicity Testing Program	18-Mar-25	Bureau Veritas Canada (2019) Inc.	$ 167,900	Yes
23-384	SS/NOIC	Supply and Delivery of Material for The North Shore Wastewater Treatment Plant	19-Mar-25	Invent Environmental Technologies, Inc.	$ 187,887	Yes
24-517	RFP	Barnston Island Dike and Drainage Improvements	19-Mar-25	Northwest Hydraulic Consultants Ltd.	$ 770,281	Yes
24-517	RFP	Barnston Island Dike and Drainage Improvements	19-Mar-25	BBA Engineering Ltd.	NA	No
24-517	RFP	Barnston Island Dike and Drainage Improvements	19-Mar-25	Tetra Tech Canada Inc.	NA	No
25-167	ITQ	Traffic Control Services for Lynn Headwaters Park	20-Mar-25	Lanesafe Traffic Control Ltd.	$ 75,000	Yes
25-167	ITQ	Traffic Control Services for Lynn Headwaters Park	20-Mar-25	Universal Traffic Control	NA	No
25-167	ITQ	Traffic Control Services for Lynn Headwaters Park	20-Mar-25	BC Road Safe	NA	No
25-167	ITQ	Traffic Control Services for Lynn Headwaters	20-Mar-25	Lanesafe Traffic Control Ltd	$ 75,000	Yes
25-167	ITQ	Traffic Control Services for Lynn Headwaters	20-Mar-25	Universal Traffic Control	NA	No
25-167	ITQ	Traffic Control Services for Lynn Headwaters	20-Mar-25	BC Road Safe	NA	No
24-283	SS/NOIC	Supply and Delivery of Material for The North Shore Wastewater Treatment Plant. CTA Iberia - puddle pipes	21-Mar-25	CTA Iberia, S.L.U.	$ 530,712	Yes
24-234	RFP	Consulting Engineering Services for Refurbishment of the Secondary Clarifiers at Lulu Island Wastewater Treatment Plant (LIWWTP)	24-Mar-25	Carollo Engineers Canada Ltd.	$ 688,033	Yes
24-234	RFP	Consulting Engineering Services for Refurbishment of the Secondary Clarifiers at Lulu Island Wastewater Treatment Plant (LIWWTP)	24-Mar-25	WSP Canada Inc.	NA	No
24-386	ITT	Second Narrows Park Landscaping - Phase 1	24-Mar-25	Capital Green Landscapes Ltd.	$ 677,782	Yes
24-386	ITT	Second Narrows Park Landscaping - Phase 1	24-Mar-25	White Star Property Services LTD.	NA	No
24-386	ITT	Second Narrows Park Landscaping - Phase 1	24-Mar-25	Moza Home Construction Inc.	NA	No
24-451	RFP	Excavation and Condition Assessment, Riverside Drive	25-Mar-25	Blue Water Systems Ltd.	$ 456,959	Yes
24-063	RFP	Policy Planning and Analysis Consulting Services	26-Mar-25	Carollo Engineers Ltd.		Yes
24-063	RFP	Policy Planning and Analysis Consulting Services	26-Mar-25	GHD Limited		Yes
24-063	RFP	Policy Planning and Analysis Consulting Services	26-Mar-25	Jacobs Consultancy Canada Inc.	$ 6,600,000	Yes
24-063	RFP	Policy Planning and Analysis Consulting Services	26-Mar-25	Kerr Wood Leidal Associates Ltd.		Yes
24-063	RFP	Policy Planning and Analysis Consulting Services	26-Mar-25	WSP Canada Inc.		Yes
24-063	RFP	Policy Planning and Analysis Consulting Services	26-Mar-25	Associated Engineering (B.C.) Ltd.	NA	No
24-063	RFP	Policy Planning and Analysis Consulting Services	26-Mar-25	GeoAdvice Engineering Inc.	NA	No
24-063	RFP	Policy Planning and Analysis Consulting Services	26-Mar-25	Pinna Sustainability Inc.	NA	No

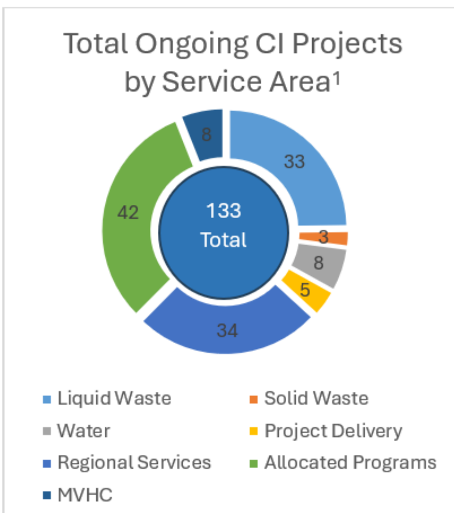
Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
24-063	RFP	Policy Planning and Analysis Consulting Services	26-Mar-25	Water Street Engineering Ltd.	NA	No
25-178	RFSQ	Traffic Control for Belcarra Regional Park	28-Mar-25	Lanesafe Traffic Control	$ 100,693	Yes
24-221	RFP	Architect and Design Services for Affordable Housing Project	31-Mar-25	GBL Architects Inc.	$ 3,383,374	Yes
24-221	RFP	Architect and Design Services for Affordable Housing Project	31-Mar-25	Ryder Architecture (Canada) Inc	NA	No
24-221	RFP	Architect and Design Services for Affordable Housing Project	31-Mar-25	S2 Architecture	NA	No
24-221	RFP	Architect and Design Services for Affordable Housing Project	31-Mar-25	BFA Studio Architects	NA	No
24-221	RFP	Architect and Design Services for Affordable Housing Project	31-Mar-25	WT Leung Architects Inc.	NA	No
24-221	RFP	Architect and Design Services for Affordable Housing Project	31-Mar-25	Craven Huston Powers Architects / Station One Architects	NA	No
24-221	RFP	Architect and Design Services for Affordable Housing Project	31-Mar-25	Zeidler Architecture	NA	No
24-221	RFP	Architect and Design Services for Affordable Housing Project	31-Mar-25	Diamon Schmitt Architects	NA	No
24-221	RFP	Architect and Design Services for Affordable Housing Project	31-Mar-25	Carscadden Stokes McDonald Architects Inc.	NA	No
25-080	RFP	Drainage Works and Erosion Protection Asset Collection for Metro Vancouver Parks	14-Apr-25	McElhanney Ltd.	$ 175,000	Yes
25-080	RFP	Drainage Works and Erosion Protection Asset Collection for Metro Vancouver Parks	14-Apr-25	GHD	NA	No
25-080	RFP	Drainage Works and Erosion Protection Asset Collection for Metro Vancouver Parks	14-Apr-25	Forecastle Technologies	NA	No
24-408	RFP	Consulting Engineering Services for Westburno Pump Station Backup Power Project	24-Apr-25	Tetra Tech Canada Inc.	$ 733,978	Yes
24-408	RFP	Consulting Engineering Services for Westburno Pump Station Backup Power Project	24-Apr-25	Stantec	NA	No
24-408	RFP	Consulting Engineering Services for Westburno Pump Station Backup Power Project	24-Apr-25	AECOM	NA	No
24-400	RFP	Supply and delivery of plunger valve for construction recovery facility ("CERF") break head tank bypass improvements	28-Apr-25	Cascade Consultants LLC	$ 461,120	Yes
24-400	RFP	Supply and delivery of plunger valve for construction recovery facility ("CERF") break head tank bypass improvements	28-Apr-25	VAG	NA	No
25-238	DA	Reimburse for Emergency Repairs at the Ashcroft Ranch	28-Apr-25	Montte Farms BC LTD.	$ 148,562	Yes
24-565	RFP	Native Plants for Regional Parks	29-Apr-25	NATS Nursery Ltd.	$ 120,000	Yes

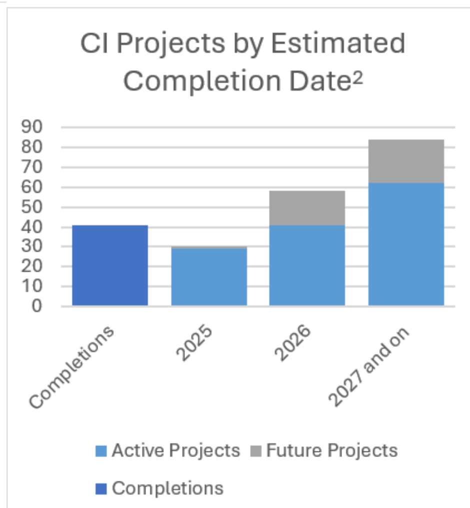
CONTINUOUS IMPROVEMENT PROJECTS

There is a foundational target outcome of fostering a commitment to continuous improvement in Metro Vancouver's core culture. The role of continuous improvement is to further the Board priorities, including:

- Financial Sustainability and Regional Affordability
- Climate Action
- Resilient Services and Infrastructure
- Reconciliation
- Housing

This report is part of Financial Services' work plan to provide regular reporting on Metro Vancouver Continuous Improvement (CI) projects and highlight select completed project's contributions to service levels and affordability for regional rate payers.





[1]*Total Ongoing CI Projects by Service Area* illustrates the total number of projects identified and by service area. The number of CI projects within an area may not reflect the significance or potential cost savings of the initiatives.
[2]*CI Projects by Estimated Completion Date* displays the number of active and future projects by expected year of completion.

Below is a summary of key completed Continuous Improvement Projects so far. Continuous Improvement reporting will continue to highlight completed projects. These projects vary from one-year to multi-year timelines depending on complexity and stakeholders

Highlighted Select Completed Continuous Improvement Projects			
Department/ Project Title	**Board Priority**	**Description**	**Outcomes**
PRS – Procurement: Service Delivery Improvements	• Financial Sustainability & Affordability	Improving the operating model and service delivery	• This overall initiative (made up of a series of action items) will improve the quality and efficiency in each phase of the procurement lifecycle, improve control and risk mitigation and deliver value for money.
Corporate Services & Human Resources: Afternoon Shift	• Financial Sustainability & Affordability	Develop an afternoon fleet maintenance shift to have more work done in-house while reducing downtime.	• Set up a self-sufficient afternoon shift crew of four mechanics.
Indigenous Relations: Update Engagement Policy	• Reconciliation	Development of draft policy; development of draft guidelines; rollout of training for staff	• This initiative involves producing an updated First Nations Engagement Policy to improve efficiencies, including a decision tree catered for each department's use as well as ongoing training for Metro Vancouver staff.

Highlighted Select Completed Continuous Improvement Projects			
Department/ Project Title	**Board Priority**	**Description**	**Outcomes**
Indigenous Relations: Cultural Sensitivity Video	• Reconciliation	Incorporate First Nations priorities; develop a script; film the segments; work with CPC and Procurement to ensure uptake.	• The video, which will be used to train project managers, contractors and crews working on Metro Vancouver project construction sites, will provide advice on cultural safety protocols when First Nation representatives, such as archaeological monitors, are on site.
Water Services Conservation Assessment	• Resilient Services and Infrastructure	Evaluate the potential drinking water benefits from conservation measures	• Conserving water improves the resilience of the drinking water system and reduces GHG emissions produced through operations. • Resilience is improved through creating capacity that can be used in the event of an emergency. • GHGs are reduced through reducing the operations and maintenance efforts and the demand for chemical use in the treatment processes

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Finance Committee

From: Mark Seinen, Senior Planner, Regional Planning and Housing Services

Date: May 23, 2025 Meeting Date: June 12, 2025

Subject: **TransLink's 2025 Metro Vancouver Regional Fund Application**

RECOMMENDATION

That the MVRD Board approve $479 million in funding from the Metro Vancouver Regional Fund for the following electric bus and charging infrastructure projects proposed by TransLink in its Application for Canada Community-Building Funds from the Metro Vancouver Regional Fund as attached to the report dated May 23, 2025, titled "TransLink's 2025 Metro Vancouver Regional Fund Application":

1. 2025 Conventional Bus Replacement with battery-electric buses;
2. 2026 Conventional Bus Replacement with battery-electric buses;
3. 2027 Conventional Bus Replacement with battery-electric buses;
4. Port Coquitlam Transit Centre Infrastructure to Support Battery-Electric Buses – Phase 2;
5. 2028-2029 Conventional Bus Replacement (Pilot Trolley Bus);
6. Amendment to the 2021 MVRF Application – 2023 Conventional Bus Replacement with battery-electric buses;
7. Amendment to the 2021 MVRF Application – Port Coquitlam Transit Centre Infrastructure to Support Battery-Electric Buses – Phase 1; and
8. Amendment to the 2022 MVRF Application – Marpole Transit Centre.

EXECUTIVE SUMMARY

TransLink is seeking MVRD Board approval of Metro Vancouver Regional Fund (MVRF) funding for five new projects and three amendments to previously approved projects. The funding request totals $479 million and, if approved, would leave $30.8 million in available MVRF funds for future use.

The requested funding for eight projects is exclusively for electric infrastructure (depots and bus fleet). In addition to physical infrastructure to support electrification, the projects include replacing standard-sized 40- and 60-foot (i.e. "conventional") buses with conventional battery-electric buses. The most significant projects are battery-electric buses (102 at $193.2 million) and an additional $195.2 million for the Marpole Transit Centre project originally approved in 2021.

TransLink's application is the first under the updated MVRF program that was formerly known as the Greater Vancouver Regional Fund (GVRF). Staff have evaluated this application using the new MVRF Policy and MVRF Application Guide, both of which were approved by the MVRD Board in 2024. The evaluation finds that the projects meet program criteria, are consistent with TransLink's 2025 Investment Plan, and support Metro Vancouver's growth management, transportation and climate change objectives.

PURPOSE

This report presents TransLink's application for funding from the MVRF for the MVRD Board's consideration.

BACKGROUND

The MVRD Board has approval authority over TransLink requests for MVRF funding. The Union of British Columbia Municipalities holds the funds, which are sourced from the federal Canada Community-Building Fund (CCBF), and transfers the funds to TransLink upon formal notification by the MVRD Board of its approval of applications.

At its July 26, 2024 meeting, the MVRD Board renewed the MVRF program (formerly known as the Greater Vancouver Regional Fund) for the period of 2024-2034, coinciding with the renewal of the federal CCBF. The revised program includes:

- Carrying forward the pooling of 95 percent of member jurisdictions' CCBF funding for TransLink's use;
- A condition that the recipient(s) of any future increases in CCBF distributions will be considered on a case-by-case basis;
- A provision that zero-emission transportation projects are preferred; and
- A scheduled five-year review of the MVRF Policy and Application Guide in 2029.

Since the program began in 2005, TransLink has received $2.3 billion through the MVRF and its predecessors to expand and modernize the region's transit network.

METRO VANCOUVER REGIONAL FUND POLICY REQUIREMENTS

The MVRF Policy and Application Guide set out the application process, information requirements, and evaluation criteria that are to be used to assess TransLink's funding requests (Attachments 2 and 3). Project eligibility for MVRF funding is determined by the *Administrative Agreement on the Federal Gas Tax Fund in British Columbia*. Public transit is an eligible project category, including expenditures associated with procurement, planning, design, construction, or renovation of capital assets.

TRANSLINK'S FUNDING REQUEST

TransLink is seeking MVRD Board approval of MVRF funding for five new projects and three amendments to previously-approved projects. The requested funding is exclusively for electric infrastructure, including battery-electric fleet, a pilot trolley bus, and charging facilities for depots. There is currently a balance of $509.8 million available in the MVRF. The funding request totals $479 million and, if approved, would leave $30.8 million in available MVRF funds for future use. Detailed project information, including schedule, technology, location and financing, is contained in TransLink's application (Attachment 1).

Table 1 – Project Descriptions

TransLink Project Name	Scope	Units	($ millions)	
			Cost	**MVRF Funding Request**
1. 2025 Conventional Bus Replacement	Replacing 40' diesel buses with battery-electric	7	13.1	12.6
2. 2026 Conventional Bus Replacement	Replacing 40' diesel buses with battery-electric	64	125.9	122.1
3. 2027 Conventional Bus Replacement	Replacing 40' diesel buses with battery-electric	31	60.4	58.5
4. Port Coquitlam Transit Centre Infrastructure to Support Battery-Electric Buses – Phase 2	Charging infrastructure	64	23.5	21.9
5. 2028-2029 Conventional Bus Replacement (Pilot Trolley Bus)	Articulated trolley bus with in-motion charging	1	4.4	2.8
6. Amendment to the 2021 MVRF Application – 2023 Conventional Bus Replacement	Cost escalation – Battery-electric buses	-	106.8	16.4
7. Amendment to the 2021 MVRF Application – Port Coquitlam Transit Centre Infrastructure to Support Battery-Electric Buses – Phase 1	Cost escalation – Charging infrastructure	-	81.6	49.5
8. Amendment to the 2022 MVRF Application – Marpole Transit Centre	Cost escalation – Transit centre	-	848.3	195.2
Total	-	-	**1,264**	**479**

METRO VANCOUVER ANALYSIS

Two types of evaluation criteria are identified in the MVRF Application Guide:

- Four Screening Criteria, which represent requirements that are mandatory for any project for which MVRF funding is requested (evaluated on a Pass / Fail scale); and
- Four Integrated Criteria, which allow for a qualitative assessment of proposed projects based on regional growth, transportation and climate objectives (evaluated on a 1 (Poor) / 2 (Acceptable) / 3 (Excellent) scale).

The proposed projects pass all Screening Criteria and score 11 out of 12 on the Integrated Criteria. The Integrated Criteria are fulfilled by:

- Showing consistency with the 2025 TransLink Investment Plan (3 points);
- Supporting *Metro 2050*'s growth management vision for Centres and Corridors (2);
- Demonstrating tangible state-of-good-repair and passenger experience benefits (3); and
- Achieving quantifiable greenhouse gas and criteria air contaminant emissions benefits (3).

A detailed assessment of the proposed projects is contained in Attachment 4.

ALTERNATIVES

1. That the MVRD Board approve $479 million in funding from the Metro Vancouver Regional Fund for the following electric bus and charging infrastructure projects proposed by TransLink in its Application for Canada Community-Building Funds from the Metro Vancouver Regional Fund as attached to the report dated May 23, 2025, titled "TransLink's 2025 Metro Vancouver Regional Fund Application":
    1. 2025 Conventional Bus Replacement with battery-electric buses;
    2. 2026 Conventional Bus Replacement with battery-electric buses;
    3. 2027 Conventional Bus Replacement with battery-electric buses;
    4. Port Coquitlam Transit Centre Infrastructure to Support Battery-Electric Buses – Phase 2;
    5. 2028-2029 Conventional Bus Replacement (Pilot Trolley Bus);
    6. Amendment to the 2021 MVRF Application – 2023 Conventional Bus Replacement with battery-electric buses;
    7. Amendment to the 2021 MVRF Application – Port Coquitlam Transit Centre Infrastructure to Support Battery-Electric Buses – Phase 1; and
    8. Amendment to the 2022 MVRF Application – Marpole Transit Centre.

2. That the MVRD Board receive the report dated May 23, 2025, titled "TransLink's 2025 Metro Vancouver Regional Fund Application" and refer it to the Mayors' Council on Regional Transportation for comment prior to final consideration by the MVRD Board.

FINANCIAL IMPLICATIONS

If the MVRD Board approves alternative one, the UBCM will be notified within seven business days of the Board's decision to approve $479 million in MVRF funding for all of the projects in TransLink's application.

If the MVRD Board approves alternative two, the Metro Vancouver staff report and any additional MVRD Board requests would be forwarded to the Mayors' Council for comment prior to final consideration by the MVRD Board.

CONCLUSION

TransLink is seeking MVRD Board approval of Metro Vancouver Regional Fund (MVRF) funding for five new projects and three amendments to previously-approved projects. The funding request totals $479 million and, if approved, would leave $30.8 million in available MVRF funds for future use. The requested funding is exclusively for electric infrastructure (depots and bus fleet). Staff recommend that the MVRD Board approve the requested funding, as the application fulfills the evaluation criteria contained in the MVRF Application Guide, advancing the shared goals of *Metro 2050, Climate 2050* and *Transport 2050.*

ATTACHMENTS

1. Letter from TransLink dated May 22, 2025, titled "Application for Canada Community-Building Fund from the Metro Vancouver Regional Fund".
2. Metro Vancouver Regional Fund Expenditures Policy No. FN-035.
3. Metro Vancouver Regional Fund Application Guide.
4. Metro Vancouver Assessment of MVRF Project Evaluation Criteria.

REFERENCE

1. Government of Canada. (2024, April). *Administrative Agreement on the Canada Community-Building Fund.* Retrieved from https://www.ubcm.ca/sites/default/files/2024-06/BC_CCBF_Agreement_2024_English_Web.pdf. Last accessed 2025, May 23.

64130636

To: Jerry Dobrovolny, Chief Administrative Officer, Metro Vancouver

From: Olga Kuznetsova, Vice President, Financial Services, TransLink

Date: May 22, 2025

Subject: 2025 Application for Canada Community-Building Fund from the Metro Vancouver Regional Fund

PURPOSE

TransLink is requesting the Metro Vancouver Regional District Board approve $479.0 million in Canada Community-Building Funds (CCBF) from the Metro Vancouver Regional Fund (MVRF) for five new projects and cost escalation for three previously approved projects:

- The replacement of 90 40' diesel buses with 102 new battery-electric buses (BEBs) and electric charging infrastructure to support 64 BEBs at Port Coquitlam Transit Centre (PTC).
- One pilot bus to support future replacement of 74 60' Articulated Trolley Buses with new Trolley buses capable of In-Motion Charging (IMC).
- Cost escalation associated with: the construction of Marpole Transit Centre approved in the 2021 MVRF application; the 2023 conventional bus replacement; and, the installation of the associated charging infrastructure at PTC approved in the 2022 MVRF application.

The replacement vehicles, installation of charging infrastructure and building a new 100% electric-capable transit centre are critical to ensure TransLink meets its GHG Emissions reduction goal of 45% by 2030, that bus fleet remains in a state of good repair and the reliability of the transit system is maintained.

The funding requests in this application support the 2025 Investment Plan (2025 Plan) and Low Carbon Fleet Strategy (LCFS, 2021), approved by TransLink's Board of Directors (the Board) and the Mayors' Council. The 2025 Plan and LCFS advance the goals identified in TransLink's Regional Transportation Strategy *Transport 2050* (T2050), TransLink's Climate Action Strategy and Plan (2022), Metro Vancouver's Regional Growth Strategy, Climate 2050 strategy and Clean Air Plan goals.

This application is the administrative process to access the funding outlined per the Administrative Agreement on Canada Community-Building Fund in British Columbia approved in 2024 and Metro Vancouver's MVRF Policy approved in 2024.

This request will support the region's environmental policies, specifically:

1. Metro Vancouver's *Clean Air Plan* strategies:
    1. Strategy 1.1: Reduce driving through active transportation and public transport; and
    2. Strategy 1.3: Reduce heavy truck emissions and support early adoption of zero emission heavy trucks.

2. *Metro Vancouver 2050: Regional Growth Strategy* (*Metro 2050*) actions to advance transportation infrastructure that reduces energy consumption and greenhouse gas emissions and improves air quality:

1. Action 3.3.8 – That TransLink will support regional air quality objectives and greenhouse gas emission reduction targets by advancing policy and infrastructure to support the aggressive transition of the ground-based vehicle fleet to zero-emissions, and by transition the entire transit fleet to one that utilizes low-carbon fuels; and

3. *Metro Vancouver's Climate 2050 goals* to ensure our infrastructure, ecosystems, and communities are resilient to the impacts of climate change and pursue a carbon neutral region by 2050.

4. *TransLink's Regional Transportation Strategy's Transport 2050 (T2050)* goal to bring carbon-free transportation choices to everyone by eliminating carbon pollution from transport altogether by 2050:
   1. Strategy 5.1 Reduce the energy requirements of the transport system,
   2. Strategy 5.2 Transition to zero-emissions vehicles; and
   3. Strategy 5.4 Account for and reduce upstream and downstream emissions in the transportation system.

5. *TransLink's Corporate Climate Action Strategy* and *Plan* (2022) goals to:
   1. Reduce TransLink's fleet and facility GHG emissions by 45% from 2010 levels by 2030;
   2. Achieve zero tailpipe emissions by 2040; and,
   3. Achieve net-zero emissions by 2050.

BACKGROUND

Since the MVRF program began in 2005, TransLink has received $2.3 billion in funding to expand and modernise the transit network. Interest earned on funds received, which must be used for approved MVRF projects, totalled $171.7 million as of March 31, 2025. Currently, there is $509.8 million in funds available to TransLink. A summary of the funds and usage is provided below:

Metro Vancouver Regional Fund *(in $ millions)*	
Funds Available for use as of December 31, 2023[1]	**$214.5**
Add	
2024 Program Allocation	162.5
Interest earned on funds received	43.4
Less	
Adjustments to funds returned	(0.4)
Fund Available for use as of December 31, 2024	**420.0**
Add	
2025 Program Allocation to be received in Q2 2025	81.3
Interest earned on funds received as of March 31, 2025	8.5

[1] The statement of funds available for use begins with the fund balance as of December 31, 2023 as that was the balance last presented to the MVRD Board in the 2023 Annual Report. There were no applications for funding made in 2024.

Fund Available for use	**509.8**
Proposed new project application funding[2]	(217.9)
Proposed funding for 2021 and 2022 application amendment[3]	(261.1)
Funds Remaining	**$30.8**

As required in this application process, Table 1 includes a summary of the 2025 Investment Plan, including the projects funded or anticipated to be funded by the MVRF.

Table 1: Projects funded by MVRF

A7E PROJECTS FUNDED BY METRO VANCOUVER REGIONAL FUND (MVRF)		
Project Group	**Program Year**	**Project name**
BUS FLEET	2019	2020 Conventional Bus Expansion
	2020	2021 HandyDART Vehicle Expansion
		2021 Conventional Bus Expansion
		2021 Community Shuttle Expansion
	2021	2023 Conventional Bus Replacement
		2022 Community Shuttle Replacements
	2022	2023 Community Shuttle Replacements
		2023 Conventional Bus Replacement
	2023	2024 Conventional Bus Replacement
		Conventional Trolleybus Replacement
	2024	2025 Conventional Bus Replacement
		2026 Conventional Bus Replacement
		2028 - 2029 Conventional Bus Replacement
	2025	2027 Conventional Bus Replacement
	2026	2028 Conventional Bus Replacement
	2027	2029 Conventional Vehicles Replacement
	2029	2031 Conventional Bus Replacement
	2030	2032 Conventional Bus Replacement
	2031	2033 Conventional Bus Replacement
	2032	2034 Conventional Bus Replacement
	2033	2035 Conventional Bus Replacement
Equipment Replacements & Upgrades	2021	BCRTC Elevating Devices ARPg
Facilities - Marpole	2018	CMBC Marpole Transit Centre
Infrastructure	2021	PTC Infrastructure to Support Battery Electric Buses
	2023	PTC Infrastructure to Support Battery Electric Buses - Phase 2
Rail Fleet	2020	Mark 1 500-800 Refurbishment
Seabus Vessel	2022	Next Generation SeaBus Design

Table 2 contains a list of all Active projects funded by the MVRF. The total forecasted project cost for active projects is $1,837.7 million, with $1,184.2 million in MVRF funds approved for these projects. Included in the table are projects that are substantially complete, which have been implemented or are in-service, but remain active to reflect outstanding charges and holdbacks to be addressed prior to project close-out. As of December 31, 2024, projects incurred totalled $420.1 million, with $361.2 million in MVRF funds spent.

[2] See Table 3 for New Projects requesting MVRF funding in this application.
[3] Funding amendment for cost escalation of previously approved projects are also included in Table 3. Details of the application amendment are addressed in separate amendment letters.

Table 2: Active Projects funded by MVRF (in $ millions)

Active Projects with MVRF Funding	Budget (A)	Expenditures to Dec 31, 2024	Final Forecasted Cost (B)	Budget to Forecast Variance (A-B)	Approved Funding	Funding spent to Dec 31, 2024	Total Forecast Funding
Electric Battery Bus Purchases - Pilot	10.0	9.2	9.6	0.4	6.9	6.9	6.9
2020 Conventional Bus - Replacement	31.3	31.0	31.0	0.3	29.1	29.1	29.1
2020 Conventional Bus - Expansion	97.3	93.4	94.6	2.7	103.5	88.8	89.8
2020 Community Shuttle Vehicles - Expansion	2.5	2.2	2.5	-	2.0	2.0	2.0
2021 Conventional Bus - Expansion	47.2	43.1	47.3	(0.1)	46.2	39.9	43.0
2021 HandyDART Vehicles - Replacement	3.0	1.2	2.9	0.1	1.6	1.2	1.6
2021 Community Shuttle Vehicles - Expansion	1.1	0.8	1.1	-	0.9	0.7	0.9
Mark 1 500-800 Refurbishment	5.8	4.0	5.5	0.3	9.9	3.7	4.8
2022 Community Shuttle Vehicles - Replacement	16.9	16.1	16.9	-	15.3	14.6	15.3
2023 Conventional Bus Replacement	106.8	2.0	107.2	(0.4)	86.1	1.5	86.1
BCRTC Elevating Devices Elevators Replacement	18.1	0.9	18.0	0.1	15.0	0.2	14.2
BCRTC Elevating Devices Escalators Replacement	10.7	7.5	11.0	(0.3)	5.5	5.5	5.5
Port Coquitlam Transit Centre Infrastructure to Support BEBs	81.6	9.7	81.5	0.1	27.8	7.9	27.8
CMBC Marpole Transit Centre	848.2	145.2	851.7	(3.5)	298.1	110.1	298.1

Active Projects with MVRF Funding	Budget (A)	Expenditures to Dec 31, 2024	Final Forecasted Cost (B)	Budget to Forecast Variance (A-B)	Approved Funding	Funding spent to Dec 31, 2024	Total Forecast Funding
2023 Community Shuttle Vehicles - Replacement	6.9	6.8	6.9	-	6.7	6.3	6.6
2023 Conventional Bus (CNG) - Replacement	46.1	35.8	46.2	(0.1)	44.4	36.0	41.6
2023 HandyDART Vehicles - Replacement	8.5	8.3	8.4	0.1	6.8	6.8	6.8
Next Generation SeaBus Design	2.7	-	2.5	0.2	2.5	-	2.4
Conventional Trolley Bus Replacement	414.6	2.7	414.9	(0.3)	400.6	-	400.6
2024 Conventional Bus Replacement (RNGs)	78.0	0.2	78.0	-	75.3	-	75.2
Total	**1,837.3**	**420.1**	**1,837.7**	**(0.4)**	**1,184.2**	**361.2**	**1,158.3**

PROPOSED PROJECTS AND FUNDING

This application is requesting $479.0 million for five new projects and cost escalation for three previously approved projects. Funding amendment letters to address cost escalation for the previously approved projects are included as part of the application. The project list is consistent with the 2025 Investment Plan.

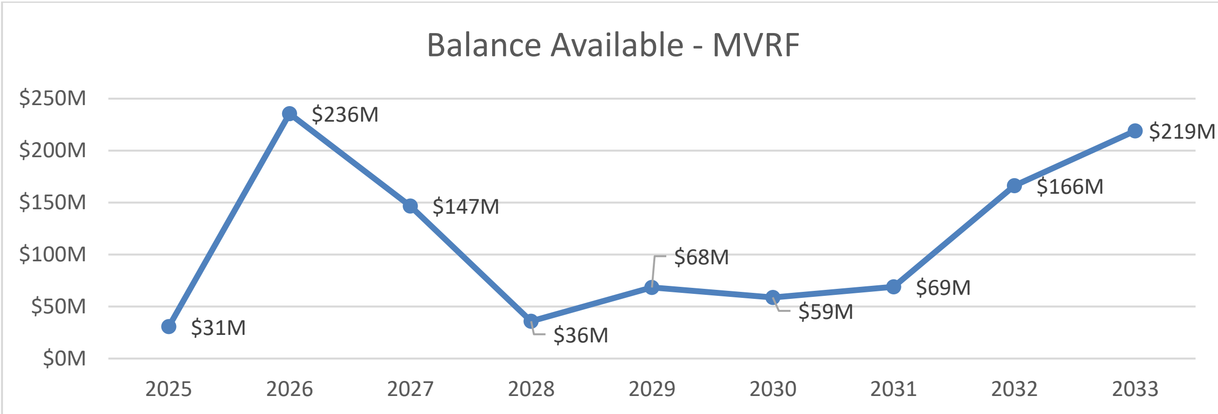
Table 3: Summary of Projects, Total Costs, and Canada Community-Building Funding Request (in $ millions)

Project	Scope	Total Project Budget	Total Eligible Cost	Previously Approved CCBF Funding	Requested CCBF Funding this application	Total CCBF Funding for Listed Projects
New Projects						
2025 Conventional Bus Replacement	7 battery-electric buses	13.1	12.6	-	12.6	12.6
2026 Conventional Bus Replacement	64 battery-electric buses	125.9	122.1	-	122.1	122.1
2027 Conventional Bus Replacement	31 battery-electric buses	60.4	58.5	-	58.5	58.5

Project	Scope	Total Project Budget	Total Eligible Cost	Previously Approved CCBF Funding	Requested CCBF Funding this application	Total CCBF Funding for Listed Projects
PTC infrastructure to support BEBs – Phase 2	64 electric charging infrastructure	23.5	21.9	-	21.9	21.9
2028-2029 Conventional Trolley Bus Replacement (pilot bus)	1 60' Articulated Trolley Bus	3.6	2.8	-	2.8	2.8
Sub-Total New Projects		**226.5**	**217.9**	**-**	**217.9**	**217.9**
Application Amendments						
Marpole Transit Centre	New 100% electric transit centre	848.3	797.3	298.1	195.2	493.3
2023 Conventional Bus Replacement	57 battery-electric buses	106.8	102.5	86.1	16.4	102.5
PTC infrastructure to support BEBs – Phase 1	Electric charging infrastructure	81.6	77.2	27.7	49.5	77.2
Sub-Total Application Amendments		**1,036.7**	**977.0**	**411.9**	**261.1**	**673.0**
Total		**1,263.2**	**1,194.9**	**411.9**	**479.0**	**890.9**

The chart below shows the projected MVRF balance through 2033[4]. During the period 2025-2033 TransLink anticipates allocations of $1.7 billion in funding from the Government of Canada into the MVRF, with TransLink utilizing the entirety of the allocation. Priority is given to zero-emission transportation projects that reflect investments advancing TransLink's Low Carbon Fleet Strategy, and those in accordance with the MVRF Policy and the associated Evaluation Criteria. Sequencing of the application submissions is determined by the procurement and construction timelines in order to have funding in place prior to vehicle costs being incurred on delivery.

[4] The annual balance available is as of the second quarter of the year subsequent to the anticipated applications.



Summary of New Projects:

1-3. **2025-2027 Conventional Bus Replacement**: purchase 102 40’ battery-electric buses to replace 90 existing 40’ diesel buses that have reached the end of useful life and to support the goal of reducing GHG emissions. The number of BEBs being purchased exceeds the number of vehicles being replaced due to requirements of electric vehicles, including the need for charging during operations and different maintenance protocols.

4. **Port Coquitlam Transit Centre Infrastructure to support Battery-electric Buses – Phase 2:** this project will install charging infrastructure at Port Coquitlam Transit Centre (PTC) that will support the 64 BEBs procured as part of the 2026 Conventional Bus Replacement program (Project #2 in the 2025 MVRF application).

5. **2028-2029 Conventional Trolley Bus Replacement (1 pilot trolley bus):** This project will procure one pilot Articulated Electric Trolleybus (AETB) for testing and evaluation for compatibility with TransLink’s existing Trolley Overhead Catenary System. This pilot is an advance stage of assurance before replacing the remaining 73 of 74 Articulated Trolleybuses commissioned in 2008-2009.

Deployment of Proposed Projects
Replacement vehicles will service areas as set out in Table 4 below.

Table 4: Deployment of Proposed Replacement Vehicle Projects

Project Type	# of Replacement Vehicles for 2025 (Current Application)	Service Areas for Vehicles
2025 Conventional Bus - Replacement	7	New Westminster, Burnaby, Vancouver
2026 Conventional Bus - Replacement	64	Tri-cities (Port Coquitlam, Coquitlam, Port Moody) (North-East Sector of Metro Vancouver)
2027 Conventional Bus - Replacement	31	Vancouver, Burnaby

Project Type	# of Replacement Vehicles for 2025 (Current Application)	Service Areas for Vehicles
2028 – 2029 Conventional Trolley Bus Replacement (1 Pilot Trolley Bus)	1	Vancouver*

*Trolley buses are limited to operating within the existing Trolley Overhead Network in Vancouver and Burnaby. Trolley buses are maintained from the Vancouver Transit Centre.

BENEFITS

The replacement of 90 Diesel Buses with 102 Battery-Electric Buses, the construction of charging infrastructure for 64 Battery-Electric Buses at Port Coquitlam Transit Centre, the purchase of one pilot Trolley bus capable of In-Motion Charging (IMC) and additional funding for cost escalation of previously approved projects have the following benefits:

1. Reduce GHG, NOx and Particulate Matter emissions (Table 5);
2. Improve service quality, transit system reliability and customer comfort;
3. Maintain transit fleet in state of good repair;
4. Contribute to meeting TransLink's, Metro Vancouver's and the Province of BC's climate and transportation goals and policy objectives;
5. Leverages the past investment and innovation potential of the Trolley Overhead System to further eliminate diesel buses.

Emissions Reduction

Table 5: Emissions Reductions from Vehicles Relative to Baseline Diesel Projects

Project Description	BEB Acquired	Diesels Retired	BEB Charging	Other/Note	Annual GHG Reduction (tCO2e)	Lifecycle GHG Reduction (tCO2e)	Reduction (t NOx)	Reduction (t PM)
2025 Conventional Bus Replacement	7	7	0	7 BEB's 40' @ HTC	641	10,890	2.8	0.4
2026 Conventional Bus Replacement	64	56	0	64 BEBs 40' @ PTC	5,125	87,124	22.4	3.1
2027 Conventional Bus Replacement	31	27	0	31 BEBs 40' @ MTC	2,471	42,006	10.8	1.5
2025-2027 Bus Replacement Sub-total	102	90	0		8,236	140,020	36	5
PTC Infrastructure Phase 2	0	0	64	Additional 64 Chargers @ PTC	-	-	-	-
2028 - 2029 Conventional Bus Replacement (1 Pilot Trolley Bus)	1	0	0	Pilot In-motion Trolley @ VTC	-	-	-	-
				Reductions Sub-Totals	**8,236**	**140,020**	**36**	**5**
				All 2024 Revenue Diesel Bus Emissions	***71,361****	***NA***		

** Total 2024 use of diesel from purchasing and fuelling records includes: 60', double decker, hybrid, and highway buses, and reflects reductions from renewable diesel use.*

The estimated aggregate emissions in 2024 from the total transit fleet were 97,427 tCO2e, of which 95,427 tCO2e came from internal combustion engines. This application reduces future GHG emissions from fleet by approximately 8.5% annually.

RISKS

This request for MVRF funding will allow TransLink to begin the procurement and construction process for vehicle and infrastructure projects in 2025 to ensure deliveries in the 2025 to 2028 timeframe.

If funding is not received in time:

1. TransLink's GHG reduction goal of 45% by 2030 would be at risk. TransLink would be required to find alternative technologies – many of which are currently not available or financially feasible.
2. TransLink would miss the opportunity to earn approximately $5.8 million in annual revenue from Carbon Credits earned under the BC Low Carbon Fuel Standard and Canadian Clean Fuel Regulation, which would further exacerbate TransLink's funding gap.
3. TransLink will have to defer the retirement of end-of-life vehicles. This would result in:
    1. Higher greenhouse gas and criteria air contaminant emissions.
    2. Posing a risk to system reliability and TransLink's credibility among customers and the public if service is not reliable.
    3. Incur further costs due to continued maintenance and additional equipment costs to keep the end-of-life vehicles in service.

CONCLUSION

TransLink relies on the CCBF funding, made available through the MVRF on behalf of Metro Vancouver member jurisdictions, to be able to construct key infrastructure and modernize vehicles that have reached the end of their useful life. This funding is vital to ensure TransLink's revenue vehicle fleet is in a state of good repair, avoiding increased maintenance costs and protecting the reliability of the transit system. This application is aligned with Metro Vancouver's *Metro 2050* supporting urban centres and frequent transit development areas and encouraging transportation choices. Finally, CCBF funding from the MVRF is critical for TransLink to continue to implement the Low Carbon Fleet Strategy, meet its own climate goals through GHG and common air contaminant emission reductions and support the environmental goals of Metro Vancouver's *Clean Air Plan* and *Metro 2050, Climate 2050* goals and policy objectives.

APPLICATION FOR FUNDING FROM THE METRO VANCOUVER REGIONAL FUND FOR CANADA COMMUNITY-BUILDING FUNDS

Project 1	2025 Conventional Bus Replacement (Ref# 242043)
Project 2	2026 Conventional Bus Replacement (Ref# 242026)
Project 3	2027 Conventional Bus Replacement (Ref# 252039)

A. PROJECT DESCRIPTION

1. Project Name

1. 2025 Conventional Bus Replacement – 7 40’ BEBs (Ref#242043)
2. 2026 Conventional Bus Replacement – 64 40’ BEBs (Ref# 242026)
3. 2027 Conventional Bus Replacement – 31 40’ BEBs (Ref#252039)

2. Project Overview

The above three projects are to purchase one hundred and two (102) 40’ battery-electric buses (BEBs) to replace ninety (90) 40’ diesel buses that were commissioned from 2008 to 2009 and are reaching the end of their 17-year service life. The buses need to be replaced to:

- Ensure a state of good repair for transit service quality and reliability
- Maintain a right-sized fleet to support existing transit service levels
- Support the regional environmental goals

TransLink strives to optimize resources by matching service to passenger demand, including allocating vehicles of an appropriate size to serve the demand on a route. This allocation is optimized through continuous review and planning to distribute resources where they are most needed. This service allocation is based on ridership data, which has been substantially enhanced with the deployment of Compass system. TransLink has also undertaken recent work to determine optimal fleet propulsion technology on each route, which is interdependent with vehicle size.

The replacement of 40’ diesel buses with 40’ BEBs in the 2025-2027 Conventional Bus Replacement projects support the 2025 Investment Plan (2025 Plan) and Low Carbon Fleet Strategy (LCFS, 2021), approved by TransLink’s Board of Directors (the Board) and the Mayors’ Council. The three conventional bus replacement projects advance the goals of TransLink’s Climate Action Strategy and Plan (2022) to:

1. Reduce fleet and facility greenhouse (GHG) emissions by 45% from 2010 levels by 2030;
2. Achieve zero tailpipe emissions by 2040; and,
3. Achieve net zero emissions by 2050.

The projects also advance the region’s greenhouse gas reduction (GHG) and air quality improvement goals identified in TransLink’s Regional Transportation Strategy Transport 2050 (T2050), Metro Vancouver’s Regional Growth Strategy, Climate 2050 strategy and Clean Air Plan goals.

3. Project Need

The objectives are to maintain high quality customer service, reduce maintenance and operating costs while continuing to provide reliable, fully-accessible transit vehicles that are appropriate for routes on which they operate.

The criteria for achieving these objectives are: avoidance of incremental maintenance and operating costs, reduced vehicle breakdowns and vehicle downtime and improved accessibility.

4. Project Location

The intended in-service location of each proposed project are as follows:

- **2025 Replacement BEBs** will operate out of the Hamilton Transit Centre (HTC) at 4111 Boundary Rd, Richmond, BC. The new buses will service New Westminster, Burnaby, and Vancouver.

- **2026 Replacement BEBs** will operate out of Port Coquitlam Transit Centre (PTC) at 2061 Kingsway, Port Coquitlam, BC. The new buses will service the Tri-cities (Port Coquitlam, Coquitlam, and Port Moody) (North-East sector of Metro Vancouver).

- **2027 Replacement BEBs** will operate out of Marpole Transit Centre (MTC) at 502 W Kent Ave, Vancouver, BC. The new buses will service Vancouver and Burnaby.

5. Project Eligibility

✓ **Public transit** – infrastructure which supports a shared passenger transport system which is available for public use; or
○ **Local roads and bridges** – roads, bridges and active transportation infrastructure.

6. Project Purpose

○ **Expansion:** Expands the carrying capacity of people and/or goods movement.
✓ **State of Good Repair:** Replaces or modernizes assets to keep the regional transportation system in a state of good repair.
○ **Operational Efficiency/Effectiveness:** Improves the efficiency or effectiveness of the regional transportation system.
○ **Refurbishment:** Extend the useful life of assets to maximize the utility of the regional investment in the transportation system.
○ **Other (please specify): _______________**

7. Project Type

○ **Growth**
✓ **Upgrade**
○ **Risk (Resilience)**
✓ **Maintenance**
○ **Opportunity**

8. Project Staging

1. 2025 Conventional Bus Replacement – 7 BEBs

Year(s) of Acquisition or Start of Construction	Year of Completion of Construction	Year of Service Initialization	Year(s) of Renewal	Year(s) of End of Service
2025	2025	2025	N/A	2039

2. 2026 Conventional Bus Replacement – 64 BEBs

Year(s) of Acquisition or Start of Construction	Year of Completion of Construction	Year of Service Initialization	Year(s) of Renewal	Year(s) of End of Service
2027	2028	2028	N/A	2042

3. 2027 Conventional Bus Replacement – 31 BEBs

Year(s) of Acquisition or Start of Construction	Year of Completion of Construction	Year of Service Initialization	Year(s) of Renewal	Year(s) of End of Service
2029	2029	2029	N/A	2043

9. Steps taken by TransLink to identify, evaluate, and prioritize the proposed project for inclusion in the Application.

These projects were identified for MVRF funding in the 2025 Investment Plan (Appendix A, Table 7E). State of good repair projects are prioritized through the annual capital planning process, and bus fleet replacement is aligned with service plans for inclusion in the Investment Plan and MVRF Applications.

10. Has the project previously received funding through the MVRF? If so, please explain.

No. This is the first application for MVRF funding for this project.

11. Was MVRF funding previously declined for the project? If so, please explain.

No. This is the first application for MVRF funding for this project.

12. Is the project anticipated to require additional future MVRF funding? If so, please explain.

The 2025 and 2027 Conventional Bus Replacement projects are expected to be managed within the project budget. The 2026 Conventional Bus replacement project is anticipated to require additional future MVRF funding. The complete scope of the 2026 Conventional Bus Replacement includes replacing:

- 64 40’ battery-electric buses
- 45 60’ battery-electric buses
- 153 40’ battery-electric buses

This application includes proposed funding for 64 40’ battery-electric buses due to the timeline of project scope activation. The remaining scope is subject to further refinement and scheduled to be submitted as part of the 2027 MVRF funding application.

13. In the absence of MVRF funding, can the project proceed with other funding sources?

No. TransLink relies on MVRF funding for expansion of its revenue vehicle fleets and plans its annual budgets accordingly.

In the absence of MVRF funding, TransLink would be required to borrow funds externally to fund the replacement of these assets, which is not a feasible option given the current debt limit restrictions and debt affordability challenges faced by TransLink.

14. Budget and Expenditures

1. 2025 Conventional Bus Replacement – 7 BEBs

Budget	Expenditures to Date	Forecast to Complete	Final Forecasted Cost	Variance (Budget - Final Forecasted Cost)
$13,068,390	$300,763	$12,767,627	$13,068,390	-

2. 2026 Conventional Bus Replacement – 64 BEBs

Budget	Expenditures to Date	Forecast to Complete	Final Forecasted Cost	Variance (Budget – Final Forecasted Cost)
$125,857,670	-	$125,857,670	$125,857,670	-

3. 2027 Conventional Bus Replacement – 31 BEBs

Budget	Expenditures to Date	Forecast to Complete	Final Forecasted Cost	Variance (Budget – Final Forecasted Cost)
$60,400,920	-	$60,400,920	$60,400,920	-

15. Project Funding

1. 2025 Conventional Bus Replacement – 7 BEBs

Prior Approved MVRF Funding	Current Year MVRF Funding Request	Other Funding – Specify source and whether confirmed/pending
-	$12,596,000	-

2. 2026 Conventional Bus Replacement – 64 BEBs

Prior Approved MVRF Funding	Current Year MVRF Funding Request	Other Funding – Specify source and whether confirmed/pending
-	$122,114,000	-

3. 2027 Conventional Bus Replacement – 31 BEBs

Prior Approved MVRF Funding	Current Year MVRF Funding Request	Other Funding – Specify source and whether confirmed/pending
-	$58,519,590	-

16. Project Budget Schedule

1. 2025 Conventional Bus Replacement – 7 BEBs

	2024	2025	2026	2027	2028	2029
MVRF-funded Project Budget	-	$12,469,000	$127,000	-	-	-
Total Project Budget	-	$12,885,500	$182,890	-	-	-

2. 2026 Conventional Bus Replacement – 64 BEBs

	2026	2027	2028	2029	2030	2031
MVRF-funded Project Budget	-	-	$122,114,000	-	-	-
Total Project Budget	-	$20,540	$125,837,130	-	-	-

3. 2027 Conventional Bus Replacement – 31 BEBs

	2027	2028	2029	2030	2031	2032
MVRF-funded Project Budget	-	$84,000	$58,435,590	-	-	-
Total Project Budget	-	$184,220	$60,216,700	-	-	-

17. What other corporate or external factors could alter the project need, scope, budget, or timeline for project delivery (e.g., changes in technology, investment, regulation, policies, interest rates, currency exchange rates)? Describe possible mitigation strategies to address these risks, if any.

If funding is not received in time, TransLink will have to defer the retirement vehicles past their normal useful life. Continued use of older retirement vehicles poses a risk to reliability, as well as increases incremental maintenance costs to keep them in service. This may result in lost opportunities to realize goals of reduced congestion, improved peak hour service and frequency, and negatively impact customer service.

Further, if diesel buses are not replaced by battery-electric buses, achievement of TransLink's GHG targets, along with actions supporting Metro Vancouver GHG and air quality efforts will be delayed.

Project costs may vary due to foreign exchange rate fluctuations (as parts are procured from the USA), tariffs and vendor pricing. These uncertainties are mitigated by a contingency allowance to absorb price and foreign exchange rate fluctuations. The impact of potential tariffs is not known at this time.

Due to recent increases in senior government funding for public transit projects, many suppliers are experiencing larger demands to order vehicles. This may create a backlog with vendors, and if procurement is not initiated soon, could result in further delays in ordering and receiving vehicles.

18. Describe how the project lowers the emissions profile of the transit fleet, for both greenhouse gas and common air contaminant emissions and advances the fleet towards the region's greenhouse gas emissions reduction targets.

Electric buses have no tailpipe emissions of nitrous oxide (NOx), particulate matter (PM), or carbon dioxide (CO2e). Replacing a conventional diesel bus with battery-electric bus (BEB) results in a 100% reduction of tailpipe criteria air contaminants and greenhouse gas emissions.

However small, there are upstream emissions associated with the production and transport of all forms of energy, including electricity. Upstream GHG emissions are captured by the Government of British Columbia's

Climate Action Secretariat (CAS) emissions factors for mobile energy use. TransLink uses these factors to estimate GHG reductions from replacing a conventional bus with a BEB; this results in well-to-wheels lifecycle emissions reductions of 98.5% or more.

Estimated GHG reductions are based on the difference between emissions from a base case (diesel) bus and a battery electric bus operating for an average of 58,000 km per year for a 17-year bus lifecycle. Criteria air contaminant emissions reductions are estimated based on the volume of diesel fuel that would otherwise be used to move a diesel bus, multiplied by specific emissions factors.

For each diesel bus replaced by a BEB, emissions of approximately 24 kg NOx, 3 kg of PM, and 92 tCO2e are eliminated from transit vehicle tailpipe emissions for every year of operation. Over a single bus lifecycle, replacing a diesel bus with a BEB removes 400 Kg of NOx, 55 Kg of PM, and 1,556 tCO2e from transit operations.

The replacement of ninety (90) diesel-buses with one hundred and two (102) BEBs, results in direct emissions reductions (over their lifecycle) of approximately:

- 4.9 tonnes of PM
- 36.1 tonnes of NOx
- 140,020 tCO2e

These projects improve regional air quality while mitigating climate change.

19. Integrated Criteria

Explain how the project addresses each of the Integrated Criteria detailed in Table 1. The Integrated Criteria will be evaluated on a 1 (Poor) / 2 (Acceptable) / 3 (Excellent) scale for a maximum of 12 points.

Attach additional references and analyses as needed.

A. TransLink Investment Plan Consistency

These projects are consistent with the 2025 Investment Plan, approved by TransLink's Board of Directors and the Mayors' Council on April 30, 2025.

B. Centres and Corridors

Upon completion of the full scope of the 2025-2027 conventional bus replacement projects:

- **2025 Replacement BEBs** will operate out of the Hamilton Transit Centre (HTC) at 4111 Boundary Rd, Richmond, BC directly serving two urban centres and two Frequent Transit Development Areas (FTDAs):
  - Urban Centres: Edmonds Town Centre and New Westminster Downtown City Centre
  - FTDAs: Cambie Corridor South and 22st
- **2026 Replacement BEBs** will operate out of Port Coquitlam Transit Centre (PTC) at 2061 Kingsway, Port Coquitlam, BC directly serving eight Urban Centres and four FTDAs in the North-East sector of Metro Vancouver:
  - Urban Centres: Lougheed Burnaby, Lougheed Coquitlam, Inlet Centre, Coquitlam City Centre, Port Coquitlam Town Centre, Pitt Meadows Town Centre, Maple Ridge City Centre, and New Westminster Downtown
  - FTDAs: Braid, Sapperton, Moody, and Burquitlam
- **2027 Replacement BEBs** will operate out of Marpole Transit Centre (MTC) at 502 W Kent Ave,

Vancouver, BC. Since the routes operating out of MTC are still being planned, details of the Urban Centres and FTDAs they will serve are not yet available. Generally, the new buses will service Vancouver and Burnaby areas.

Buses provide services to Metro Vancouver communities within TransLink's transportation service region and offer an environmentally responsible and sustainable transportation alternative to single occupant vehicle travel. They link communities with business, institutional and social hubs and destinations, and facilitate the creation and expansion of Transit Oriented Developments (TODs). They also provide collector and distribution services to Expo, Millennium, Evergreen and Canada Lines, West Coast Express and SeaBus.

C. Transportation Benefits

Conventional Bus Replacement programs are like-for-like vehicle fleet replacement project with no change in service provided. As such, there are no incremental benefits for vehicle congestion, transit passenger congestion, transit ridership and/or transportation safety.

By maintaining TransLink's assets in good repair, vehicles will have fewer breakdowns and service disruptions, and operating costs will not increase. Replacement vehicles will provide improved reliability for the fleet, resulting in improved reliability for the regional transportation system. Passengers will continue to have reliable access to populous destinations for work and/or leisure activities, which would avoid otherwise having to rely on single occupant vehicle travel. From a passenger experience perspective, the new battery electric buses will have reduced exterior and interior noise levels. With no tailpipe emissions, air quality will be improved in and around the buses.

D. Quantifiable Emissions Impacts

Q1. For each transit vehicle project, provide a comparison of the emissions of the project versus the baseline vehicle

Emissions Reduction

Bus Type	Efficiency	Annual Energy*	Units	BC CAS factor	GHG units	tCO2e/yr	% Diff
40'BEB	150	87,056	kwh	11	g CO2e/kWh	0.96	
40'Diesel (no highway or hybrid)	61.53	35,710	L	0.00258957	t CO2e/L	92.47	
Difference					Per bus/yr	91.52	99.0%

Three projects combined replace 90 diesel buses with 102 BEBs for annual reductions from diesel of approximately 8,236 t CO2e, 36.1 kg NOx and 4.9 kg of PM per year.

Q2. For the application in aggregate, provide the:

- **Annualized transit fleet emissions in the current year;**
  In 2024, the diesel bus fleet generated 71,361 tCO2e.

- **Plus, incremental changes in transit fleet emissions with full deployment of any proposed expansion, modernized, or refurbished vehicles.**
  Our estimated aggregate emissions in 2024 from the total transit fleet were 97,427 tCO2e, of which 95,427 tCO2e came from internal combustion engines. The projects requested in this application will reduce future GHG emissions by approximately 8.52% annually.

APPLICATION FOR FUNDING FROM THE METRO VANCOUVER REGIONAL FUND FOR CANADA COMMUNITY-BUILDING FUNDS

Project 4 Port Coquitlam Transit Centre Infrastructure to support Battery-electric Buses – Phase 2 (Ref# 212010)

A. PROJECT DESCRIPTION

1. Project Name

Port Coquitlam Transit Centre Infrastructure to support Battery-electric Buses – Phase 2

2. Project Overview

This project is Phase 2 of Port Coquitlam Transit Centre (PTC) battery-electric bus (BEB) infrastructure project. This project provides electrical infrastructure at PTC to support the replacement of 64 battery-electric buses as part of the 2026 Conventional Bus Replacement project (Project #2 of the 2025 MVRF application). A Metro Vancouver Regional Fund application for Phase 1 of the project was approved by the Metro Vancouver Regional District Board on January 29, 2021. The Phase 2 of the project will entail the purchase and installation of 64 plug-in dispensers at the Port Coquitlam Transit Centre.

The Phase 2 of the Port Coquitlam Transit Centre (PTC) battery-electric bus (BEB) infrastructure project supports the Low Carbon Fleet Strategy (LCFS, 2021), and is important in achieving the goals of TransLink's Climate Action Strategy and Plan (2022) to:

1. Reduce fleet and facility greenhouse (GHG) emissions by 45% from 2010 levels by 2030;
2. Achieve zero tailpipe emissions by 2040; and,
3. Achieve net zero emissions by 2050.

The Project also supports the region's greenhouse gas reduction (GHG) and air quality improvement goals identified in TransLink's Regional Transportation Strategy Transport 2050 (T2050), Metro Vancouver's Regional Growth Strategy, Climate 2050 strategy and Clean Air Plan goals.

3. Project Need

This project supports 64 BEBs purchased under 2026 Conventional Bus Replacement project with charging capacity. Technical specifications provide for 64 charging dispensers, supporting electrical distribution network, 16 charging units, which transform AC power to DC fast charging, charger control switching infrastructure, and expanded upstream power supply and receiving equipment.

This equipment must be installed prior to receiving buses. If buses are received before charging infrastructure is set up, costly operational workarounds would be needed to ensure bus batteries remain healthy. Such additional costs include labour and energy use for rotating buses for charging, and could also require utilizing other sites which results in loss of bus availability and additional headway kilometers causing higher labour costs and faster asset depreciation.

4. Project Location

The 64 plug-in charging infrastructure will be constructed at Port Coquitlam Transit Centre at 2061 Kingsway, Port Coquitlam, BC.

5. **Project Eligibility**
   - ✓ **Public transit** – infrastructure which supports a shared passenger transport system which is available for public use; or
   - o **Local roads and bridges** – roads, bridges and active transportation infrastructure.

6. **Project Purpose**
   - o **Expansion:** Expands the carrying capacity of people and/or goods movement.
   - ✓ **State of Good Repair:** Replaces or modernizes assets to keep the regional transportation system in a state of good repair.
   - o **Operational Efficiency/Effectiveness:** Improves the efficiency or effectiveness of the regional transportation system.
   - o **Refurbishment:** Extend the useful life of assets to maximize the utility of the regional investment in the transportation system.
   - o **Other (please specify): ______________**

7. **Project Type**
   - o **Growth**
   - ✓ **Upgrade**
   - o **Risk (Resilience)**
   - o **Maintenance**
   - o **Opportunity**

8. **Project Staging**

Year(s) of Acquisition or Start of Construction	Year of Completion of Construction	Year of Service Initialization	Year(s) of Renewal	Year(s) of End of Service
2026	2028	2028	N/A	N/A

9. **Steps taken by TransLink to identify, evaluate, and prioritize the proposed project for inclusion in the Application.**

   This project was identified for MVRF funding in the 2025 Investment Plan (Appendix A, Table 7E). State of good repair projects are prioritized through the annual capital planning process, and bus fleet replacement is aligned with service plans for inclusion in the Investment Plan and MVRF Applications. This project is prioritized together with the related battery-electric buses purchase.

10. Has the project previously received funding through the MVRF? If so, please explain.
No. This is the first application for MVRF funding for this project.

11. Was MVRF funding previously declined for the project? If so, please explain.
No. This is the first application for MVRF funding for this project.

12. Is the project anticipated to require additional future MVRF funding? If so, please explain.
No. TransLink is expecting to complete this project within budget.

13. In the absence of MVRF funding, can the project proceed with other funding sources?
No. TransLink relies on MVRF funding for replacement of its revenue vehicle fleets and related infrastructure, and plans its annual budgets accordingly.

In the absence of MVRF funding, TransLink would be required to borrow funds externally to fund the replacement of these assets, which is not a feasible option given the current debt limit restrictions and debt affordability challenges faced by TransLink.

14. Budget and Expenditures

Budget	Expenditures to Date	Forecast to Complete	Final Forecasted Cost	Variance (budget – final forecasted cost)
$23,500,000	-	$23,500,000	$23,500,000	-

15. Project Funding

Prior Approved MVRF Funding	Current Year MVRF Funding Request	Other Funding – Specify source and whether confirmed/pending
-	$21,938,120	-

16. Project Budget Schedule

	2025	2026	2027	2028	2029	2030
MVRF-funded Project Budget	-	$3,960,800	$12,035,200	$5,942,120	-	-
Total Project Budget	-	$4,145,420	$12,582,360	$6,772,220	-	-

17. What other corporate or external factors could alter the project need, scope, budget, or timeline for project delivery (e.g., changes in technology, investment, regulation, policies, interest rates, currency exchange rates)? Describe possible mitigation strategies to address these risks, if any.

Project costs may vary due to foreign exchange rate fluctuations (as parts may be procured from the USA) and vendor pricing. These uncertainties are mitigated by a contingency allowance to absorb price and foreign exchange rate fluctuations. Project costs may also be impacted by potential tariffs; however, the impact is not known at the time of application.

Due to recent increases in senior government funding for public transit projects and contracting Original Equipment Manufacturers, many suppliers could experience higher demands to supply the infrastructure required to support the battery-electric vehicles. This may create a backlog with vendors, and if procurement is not initiated soon, could result in further delays in ordering and receiving vehicles or infrastructure.

Charging infrastructure is necessary to operate electric vehicles. Infrastructure availability for bus arrival is critical. Just like buses, this infrastructure is in high demand and procurement needs to be initiated in order to secure production slots. Mitigation efforts include utilizing existing charge equipment in the system, changing charging strategies, turnkey contracting, and deploying additional infrastructure.

Project timeline may be affected by manufacturer's capacity and schedules, availability of parts and/or time of delivery from the manufacturer. BC Hydro has confirmed that a new service feed is required to support PTC Phase 2 power requirements, which will be a schedule risk for the project. The risk of permitting delays affecting implementation is being mitigated through early engagement with BC Hydro.

18. Describe how the project lowers the emissions profile of the transit fleet, for both greenhouse gas and common air contaminant emissions and advances the fleet towards the region's greenhouse gas emissions reduction targets.

TransLink's sustainability commitment to attain zero-emission fleet by 2040 and net-zero by 2050 requires that CMBC transition its bus fleet to battery-electric alternatives. Low Carbon Fleet Strategy (LCFS), approved by TransLink's Board of Directors and Mayors' Council in 2021, provides a roadmap to transition to an electric battery operating bus fleet by 2050. This project supports LCFS by providing necessary electrical infrastructure capacity in support of zero emission bus replacement.

The electrification infrastructure proposed in this project is to support 64 battery-electric buses that will reduce emissions.

While the charging infrastructure itself does not provide any emissions reductions, funding this project supports reductions from acquisition of 64 BEBs of approximately:

- 3 tonnes of PM
- 22.4 tonnes of NOx
- 87,124 tCO_2e

19. Integrated Criteria

Explain how the project addresses each of the Integrated Criteria detailed in Table 1. The Integrated Criteria will be evaluated on a 1 (Poor) / 2 (Acceptable) / 3 (Excellent) scale for a maximum of 12 points.

Attach additional references and analyses as needed.

A. TransLink Investment Plan Consistency

This project is consistent with the 2025 Investment Plan, approved by the Mayors' Council and TransLink's Board of Directors on April 30, 2025.

B. Centres and Corridors

This project will construct 64 plug-in charging infrastructure to support the 2026 replacement of 56 40' diesel buses with 64 battery-electric buses. Upon completion of the project, the buses will operate out of Port Coquitlam Transit Centre. PTC directly serves eight Urban Centres and four Frequent Transit Development Area (FTDAs):

- Urban Centres: Lougheed Burnaby, Lougheed Coquitlam, Inlet Centre, Coquitlam City Centre, Port Coquitlam Town Centre, Pitt Meadows Town Centre, Maple Ridge City Centre, New Westminster Downtown
- FTDAs: Braid, Sapperton, Moody, and Burquitlam

The charging infrastructure implemented by this project will support replacement BEBs that will continue to provide services to Metro Vancouver communities within TransLink's transportation service region and offer an environmentally responsible and sustainable transportation alternative to single occupant vehicle travel. These buses link communities with business, institutional and social hubs and destinations, and facilitate the creation and expansion of Transit Oriented Developments (TODs). They also provide collector and distribution services to Expo, Millennium, Evergreen and Canada Lines, West Coast Express and SeaBus.

C. Transportation Benefits

This project will construct plug-in charging infrastructure to support 2026 replacement of 56 40' diesel buses with 64 Battery-electric buses (project #2 of the 2025 MVRF application). The construction of charging infrastructure is a critical enabling step for the fleet replacement program. This replacement will maintain TransLink's assets in good repair. Replaced vehicles will have fewer breakdowns and service disruptions, and avoid increment operating costs associated with aged fleet.

Replacement of conventional buses will also provide improved reliability for the fleet, resulting in improved reliability to the regional transportation system. Passengers will continue to have reliable access to populous destinations for work and/or leisure activities, which would avoid otherwise having to rely on single occupant vehicle travel. From a passenger experience perspective, the new battery electric buses will have reduced exterior and interior noise levels. With no tailpipe emissions, air quality will be improved in and around the buses.

D. Quantifiable Emissions Impacts

This project will construct plug-in charging infrastructure to support the 2026 replacement of 56 40' diesel buses with 64 Battery-electric buses (ref#242026). The construction of charging infrastructure is a critical enabling step for the fleet replacement program.

Q1. For each transit vehicle project, provide a comparison of the emissions of the project versus the baseline vehicle

Emissions Reduction

Bus Type	Efficiency	Annual Energy*	Units	BC CAS factor	GHG units	tCO2e/yr	% Diff
40'BEB	150	87,056	kwh	11	g CO2e/kWh	0.96	
40'Diesel (no highway or hybrid)	61.53	35,710	L	0.00258957	t CO2e/L	92.47	
Difference					Per bus/yr	91.52	99.0%

This charging infrastructure project will enable the replacement of 56 diesel buses with 90 BEB's for annual reductions from diesel of approximately 5,125t CO2e, 22.5 kg NOx and 3.1 kg of PM per year.

Q2. For the application in aggregate, provide the:

- **Annualized transit fleet emissions in the current year;**
  In 2024, the diesel bus fleet generated 71,361 tCO2e.

- **Plus, incremental changes in transit fleet emissions with full deployment of any proposed expansion, modernized, or refurbished vehicles.**
  TransLink's estimated aggregate emissions in 2024 from the total transit fleet were 97,427 tCO2e, of which 95,427 tCO2e came from internal combustion engines. The project funded in this application will reduce future GHG emissions by approximately 8.52% annually

APPLICATION FOR FUNDING FROM THE METRO VANCOUVER REGIONAL FUND FOR CANADA COMMUNITY-BUILDING FUNDS

Project 5	2028 - 2029 Conventional Bus Replacement (1 pilot trolley bus) (Ref# 272004)

A. PROJECT DESCRIPTION

1. Project Name

2028 – 2029 Conventional Trolley Bus Replacement - one pilot trolley bus (Ref# 272004)

2. Project Overview

This project will procure one pilot Articulated Electric Trolleybus (AETB) for testing and evaluation for compatibility with TransLink's existing Trolley Overhead Catenary System. The pilot is an advance stage of assurance before replacing the remaining 73 of 74 Articulated Trolley buses, commissioned in 2008-2009.

AETBs have a life expectancy of 20 years/1,000,000 km. For this reason, the 2008-2009 service year 60' trolley buses currently based out of Vancouver Transit Centre will be replaced on a one-for-one basis between 2028 and 2029. The new buses will operate out of Vancouver Transit Centre, utilize the existing trolley overhead network and serve thousands of passengers every day using zero-emissions technology.

One of TransLink's key priorities is to ensure a state of good repair of its assets. The purchase of 74 in-motion charged (IMC) capable trolley buses to replace retiring trolley buses is in alignment with this goal. The main benefit will be to continue reducing GHGs across TransLink's fleet, providing more reliable service with new buses, avoiding downtime, and reducing maintenance costs associated with aging vehicles. This next generation of trolley buses is in-motion charging (IMC) capable, which allow trolley buses to operate away from the overhead network for approximately 16 km. This capability allows trolley buses to work around disruptions and reroutes without the need to maintain a diesel backup fleet.

By continuing to test and evaluate new zero-emissions AETB technology, this project supports the goals of TransLink's Climate Action Strategy and Plan (2022), the region's greenhouse gas reduction (GHG) and air quality improvement goals identified in TransLink's Regional Transportation Strategy Transport 2050 (T2050), Metro Vancouver's Regional Growth Strategy, Climate 2050 strategy and Clean Air Plan goals.

This project is consistent with the 2025 Investment Plan, approved by the Mayors' Council and TransLink's Board of Directors on April 30, 2025.

3. Project Need

The 74 Articulated Trolleybuses commissioned in 2008-2009 are approaching the end of their 20-year useful service life. Replacement of these buses is needed to maintain the overall state of good repair for the trolley bus fleet.

Trolley bus is a unique and limited production vehicle. A pilot AETB is required to test the selected vehicle's design to confirm functionality and compatibility with TransLink's Trolley Overhead Catenary System. Sufficient lead time is required to procure, build, and test the pilot while allowing time to provide feedback and lessons learned to the manufacturer prior to the production of the remaining 73 vehicles.

4. Project Location

Vancouver Transit Centre

5. Project Eligibility

- ✓ **Public transit** – infrastructure which supports a shared passenger transport system which is available for public use; or
- o **Local roads and bridges** – roads, bridges and active transportation infrastructure.

6. Project Purpose

- o **Expansion:** Expands the carrying capacity of people and/or goods movement.
- ✓ **State of Good Repair:** Replaces or modernizes assets to keep the regional transportation system in a state of good repair.
- ✓ **Operational Efficiency/Effectiveness:** Improves the efficiency or effectiveness of the regional transportation system.
- o **Refurbishment:** Extend the useful life of assets to maximize the utility of the regional investment in the transportation system.
- o **Other (please specify): Continued zero tailpipe emissions trolley bus service**

7. Project Type

- o **Growth**
- ✓ **Upgrade**
- o **Risk (Resilience)**
- ✓ **Maintenance**
- o **Opportunity**

8. Project Staging

Year(s) of Acquisition or Start of Construction	Year of Completion of Construction	Year of Service Initialization	Year(s) of Renewal	Year(s) of End of Service
2025	2026	2026	-	2046

9. Steps taken by TransLink to identify, evaluate, and prioritize the proposed project for inclusion in the Application.

This project was identified for MVRF funding in the 2025 Investment Plan (Appendix A, Table 7E). State of good repair projects are prioritized through the annual capital planning process for inclusion in the Investment Plan and MVRF Applications.

10. Has the project previously received funding through the MVRF? If so, please explain.

No. This is the first application for MVRF funding for this project.

11. Was MVRF funding previously declined for the project? If so, please explain.

No. This is the first application for MVRF funding for this project.

12. Is the project anticipated to require additional future MVRF funding? If so, please explain.

Yes. The entire project entails the replacement of 74 trolley buses. Currently estimated total eligible costs for the 74 trolley bus replacement is $172,209,840. However, as a pilot trolley bus needs to be tested prior to the production of the remaining 73 vehicles, only $2,805,840 in funding is being requested at this time. TransLink is expecting to submit a Metro Vancouver Regional Fund application in 2028 for $169,404,000 to align with the scheduled delivery timeline of the remaining 73 trolley buses in October 2029. This partial funding request of $2,805,840 represents the funding need of the one pilot trolley bus.

13. In the absence of MVRF funding, can the project proceed with other funding sources?

No. TransLink relies on MVRF funding for replacement of its revenue vehicle fleets and plans its annual budgets accordingly.

In the absence of MVRF funding, TransLink would be required to borrow funds externally to fund the replacement of these assets, which is not a feasible option given the current debt limit restrictions and debt affordability challenges faced by TransLink.

14. Budget and Expenditures

Budget	Expenditures to Date	Forecast to Complete	Final Forecasted Cost	Variance (budget – final forecasted cost)
$3,550,000	-	$3,550,000	$3,550,000	-

15. Project Funding

Prior Approved MVRF Funding	Current Year MVRF Funding Request	Other Funding – Specify source and whether confirmed/pending
-	$2,805,840	-

16. Project Budget Schedule

	2024	2025	2026	2027	2028	2029
MVRF-funded Project Budget	-	$813,750	$1,992,090	-	-	-
Total Project Budget	-	$897,550	$2,652,450	-	-	-

17. What other corporate or external factors could alter the project need, scope, budget, or timeline for project delivery (e.g., changes in technology, investment, regulation, policies, interest rates, currency exchange rates)? Describe possible mitigation strategies to address these risks, if any.

TransLink requires replacement trolley buses to be in service between 2028 and 2029 in order to retire 2008-2009 vehicles reaching the end of their useful service lives. There is an approximate lead time of 12 to 18 months between TransLink ordering the vehicles and those vehicles entering service. This lead time is further extended to approximately 24 months, as a pilot bus and additional testing is required to be completed in order to provide the feedback and input into production of the remaining 73 replacement trolley buses. As such, the procurement of the pilot trolley bus is critical to the timely retirement of the vehicles before they reach the end of their useful service lives.

If funding is not received in time, TransLink will have to rely on defer retirement of 2008-2009 vehicles to deliver transit service. Continued use of vehicles that are past their useful service life poses risk to reliability, as well as results in incremental maintenance costs to keep them in service. This may result in lost opportunities to realize goals of reduced congestion, maintain peak hour service and frequency.

Uncertainties around foreign exchange fluctuations, tariffs (as vehicles are procured from the USA) and vendor pricing may also add to the project costs. These uncertainties are mitigated by a contingency allowance to absorb price and foreign exchange fluctuations. The impact of potential tariffs is not known at this time.

Due to recent increases in senior government funding for public transit projects, many suppliers are experiencing larger demands to order vehicles. This may create a backlog with vendors, and if procurement is not initiated soon, could result in further delays in ordering and receiving vehicles.

Project timeline may also be affected by manufacturer’s capacity and schedules, availability of parts and/or timing for vehicle delivery from the manufacturer. Budget may fluctuate due to parts pricing, foreign exchange and tariffs.

While the trolley technology is well established, the pilot vehicle funded as part of this application seeks to leverage new in-motion charged (IMC) capabilities. IMC uses the existing trolley systems and a Lithium Ion Battery to enable operation away from the overhead network. This off-overhead network operation and range is expected to advance in the future through Battery Technology development, and automation of pole pulling and setting (bus connections to the overhead network). This latter development is also expected to improve operator safety.

18. Describe how the project lowers the emissions profile of the transit fleet, for both greenhouse gas and common air contaminant emissions and advances the fleet towards the region's greenhouse gas emissions reduction targets.

This project is for testing and evaluation of one pilot trolley bus for compatibility with TransLink's existing Trolley Overhead Catenary System. While the pilot bus will not be immediately used to test the potential for additional or direct emissions reductions from future procurement of Articulated Electric Trolley buses (AETB) that will replace those commissioned in 2008-2009, TransLink anticipates further experimentation with applications of IMC trolley technology.

The potential for future GHG reductions might be achieved in two ways:

1. Due to their off-overhead network range, IMC trolleys have the potential to avoid the need for internal combustion engine (ICE) bus substitutions when trolley line routes are obstructed by construction, special event rerouting, or catenary line work. For example, in 2022, diesel buses replaced 260,221 km worth of trolley service, resulting in approximately 140,000L of diesel fuel combustion.

2. Since IMC trolleys can leave the overhead catenary lines for approximately 16 km before returning to catenary lines, IMC trolleybuses may be used to replace/absorb parts of diesel bus routes in strategic locations.

Future pilots exploring the IMC capabilities for these two applications will help determine the extent to which additional emissions reductions are possible. Such pilots are not expected immediately upon receipt of the single trolley referenced in this application.

Translink will commence a Grid Capacity Study to determine if there is sufficient available power to support future IMC Trolley bus operations. This study is intended to ensure that CMBC can modernize the trolley fleet with IMC technology without modifying the overhead catenary network. Once successfully qualified as compatible with the existing overhead system, the initial purchase of 74 trolleys will be deployed to replace the existing end-of-life trolley fleet, thereby maintaining CMBC's existing zero tailpipe electric trolley transit service.

If diesel bus substitution for obstructed trolley routes is avoided because of the subsequent 73 IMC capable trolley purchase, the immediate impact would be approximately 410 tCO_2e, 1.8 t NO_x, and 200 kg of particulate matter per year. Over the 20-year lifecycle of the 73 trolley IMC fleet, this could amount to as much as 8,200t CO_2e, 360t NO_x and 4t PM.

19. Integrated Criteria

Explain how the project addresses each of the Integrated Criteria detailed in Table 1. The Integrated Criteria will be evaluated on a 1 (Poor) / 2 (Acceptable) / 3 (Excellent) scale for a maximum of 12 points.

Attach additional references and analyses as needed.

A. TransLink Investment Plan Consistency

This project is consistent with the 2025 Investment Plan, approved by the Mayors' Council and the TransLink's Board of Directors on April 30, 2025.

B. Centres and Corridors

This project will procure one pilot Articulated Electric Trolleybus (AETB) for testing and evaluation for compatibility with TransLink's existing Trolley Overhead Catenary System. Upon completion of the full scope of the 74 Trolley bus replacement project, the buses will operate out of Vancouver Transit Centre (VTC) directly serving 6 Urban Centres & Frequent Transit Development Area (FTDAs) in the West Sector:

- Urban Centres: Metro Core, Oakridge MTC, Metrotown RCC
- FTDAs: UBC, Cambie North, Cambie South

Buses provide services to Metro Vancouver communities within TransLink's transportation service region and offer an environmentally responsible and sustainable transportation alternative to single occupant vehicle travel. They link communities with business, institutional and social hubs and destinations, and facilitate the creation and expansion of Transit Oriented Developments (TODs). They also provide collector and distribution services to Expo, Millennium, Evergreen and Canada Lines, West Coast Express and SeaBus**.**

C. Transportation Benefits

This is a like-for-like vehicle fleet replacement project with no change in service provided. As such, there are no incremental benefits for vehicle congestion, transit passenger congestion, transit ridership and/or transportation safety.

By maintaining TransLink's assets in good repair, vehicles will have fewer breakdowns and service disruptions, and additional operating costs associated with maintaining aged fleet will be avoided.

If the pilot trolley is successful, some or all the diesel back-up fleet may no longer be required. This would result in both reducing fleet replacement cost and reducing emissions.

IMC equipped trolley buses are also capable of being automatically de-wired and re-wired, significantly reducing the need to deploy pole pullers, reducing risk to operators and improving system efficiency.

The new trolley buses will improve the overall passenger experience with enhancements including air conditioning - a significant upgrade from the older models, new generation of passenger seating with better quality seating forms, and a refreshed interior that includes clearer signage to indicate upcoming stops.

IMC trolleybuses allow route improvements such as short extensions to Skytrain stations or other convenient destinations for the customer that are currently not reachable without the construction of additional overhead.

Replacement of trolley buses will provide improved reliability of the fleet with minimal disruptions during reroutes, resulting in improved reliability to the regional transportation system. Passengers will continue to have reliable access to populous destinations for work and/or leisure activities, which would avoid otherwise having to rely on single occupant vehicle travel.

D. Quantifiable Emissions Impacts

Question 1 For each transit vehicle project, provide a comparison of the emissions of the project versus the baseline vehicle.

A single IMC trolley does not achieve quantifiable beneficial impacts on greenhouse gas and common air contaminant emissions relative to existing trolleys. However, upon successful pilot, adopting IMC technology does offer opportunities to lower the emissions profile of the transit fleet with the larger 73 IMC trolley purchase.

Question 2. For the application in aggregate, provide the:

- **Annualized transit fleet emissions in the current year;**

The existing trolley fleet is electric and does not have tailpipe emissions, so is the replacement trolley. Modest amounts of service from the diesel fleet may be eliminated through the adoption of IMC technology. 2024 diesel fleet emissions were 71,361 tCO2e.

- **Plus, incremental changes in transit fleet emissions with full deployment of any proposed expansion, modernized, or refurbished vehicles.**

There are no direct emissions reductions anticipated from the purchase of a pilot IMC trolley. Incremental reductions of at least 410 tCO2e[1] per year (approximately 0.006 %) from the diesel bus fleet can be anticipated once the IMC trolleys are fully adopted. This reduction is from eliminating diesel bus substitution for obstructed trolley routes. In addition, 1.8 tonnes of NOx, and 200 kg of particulate matter per year would be reduced. Over the 20-year lifecycle of the 73 trolley IMC fleet, this could amount to as much as 8,200t CO2e, 360t NOx and 4t PM. Actual emissions reductions will depend upon the number of trolley service interruption events that can be served by IMC, that would otherwise have been supported with diesel buses.

IMC trolleybus technology may lead to additional GHG reductions by replacing/absorb parts of diesel bus routes in strategic locations.

[1] Estimates of GHG emissions reduction potential in this application use BC Climate Action Secretariat factors.

To: Jerry Dobrovolny, Chief Administrative Officer, Metro Vancouver

From: Olga Kuznetsova, Vice President, Financial Services, TransLink

Date: May 22, 2025

Subject: Amendment to the 2021 Metro Vancouver Regional Fund Application – 2023 Conventional Bus Replacement and PTC Infrastructure to support Battery Electric Buses – Phase 1

PURPOSE

TransLink is requesting the Metro Vancouver Regional District (MVRD) Board approve a change to the 2021 Metro Vancouver Regional Fund application (formerly known as the 'Greater Vancouver Regional Fund (GVRF) application') for the 2023 Conventional Bus Replacement project and the Port Coquitlam Transit Centre (PTC) Infrastructure to support Battery Electric Buses – Phase 1 project. The original application was approved by the MVRD Board on January 29, 2021. This request is for an increase of funding in the amount of $65.9 million (from $113.8 million to $179.7 million) for cost escalation of the projects.

The approval of the application amendment will support TransLink's procurement of battery-electric buses to replace diesel buses and installation of charging infrastructure. This will ensure TransLink's assets remain in a state of good repair, allowing TransLink to efficiently and effectively provide transit service and lower the TransLink's fleet greenhouse gas (GHG) and criteria air contaminant emissions.

This application amendment is consistent with the 2025 Investment Plan (2025 Plan) and Low Carbon Fleet Strategy (LCFS, 2021), approved by TransLink's Board of Directors (the Board) and Mayors' Council. The 2025 Plan and LCFS advance the goals identified in TransLink's Regional Transportation Strategy *Transport 2050* (T2050), Metro Vancouver's Regional Growth Strategy and Metro Vancouver's new Climate 2050 and Clean Air Plan goals.

The two projects continue to be important in achieving TransLink's Climate Action Strategy and Plan (2022) goals to:

1. Reduce fleet and facility greenhouse (GHG) emissions by 45% from 2010 levels by 2030;
2. Achieve zero tailpipe emissions by 2040; and,
3. Achieve net zero emissions by 2050.

PROPOSED SCOPE AND FUNDING CHANGES

REASON FOR CHANGE:

The scope of the two projects is to provide the design, supply, and construction of charging infrastructure at PTC and transit exchanges to support the procurement and deployment of 57 battery electric buses (BEB) at PTC. At the time of the original funding application, the amount of charging infrastructure installation was not yet finalized, with up to 64 depot chargers and an estimated range of 8-10 on-route fast chargers. As the project progressed and the site assessments were completed, the scope was refined to include the installation of 64 depot chargers at PTC and 10 on-route fast chargers across 5 transit exchanges:

- Three (3) at Braid Station
- Two (2) at Coquitlam Central
- One (1) at Haney Place
- Three (3) at Lougheed Station
- One (1) at Port Coquitlam

The two projects are managed by a turnkey contract - one vendor is responsible for the design and delivery of both fleet and infrastructure for BEB implementation at PTC. The main benefit of this contract structure is that the turnkey vendor is responsible for managing interdependencies between major sub-contractors for maximizing project management efficiency. The preferred proponent's proposal selected during the Request-for-Proposal process was higher than the original cost estimates of fleet replacement and PTC infrastructure projects included in the 2021 MVRF application. The majority of the additional costs are directly related to the proponent's quote and adjusting corresponding support costs. Details of the cost escalation are:

- **2023 Conventional Bus Replacement:** Vehicle unit pricing and project delivery fees (startup, project management, key performance indicators) increased by $16 million or 20 percent from the original budget due to the current market pricing.
- **PTC infrastructure to support BEBs**: Overall project costs increased by $50 million or 178 percent from the original budget, mainly due to the current vendor pricing of electrical equipment (transformers, switchgear), paving, demolition, and foundation work.

RISKS

There are certain risks that TransLink has experienced in similar active and completed projects which can have an impact on the schedule, cost and/or the scope of the projects:

- Deterioration of Canadian/foreign currency exchange rate
- Impact of actual and potential tariffs
- Specific electrical and other specialized equipment requiring a long lead time
- Unforeseen site condition encountered during construction

TransLink is aware of these risks, continuously monitors them and takes actions, when needed, to mitigate these risks.

Table 1: Summary of Project, Total Costs, Timeline, and Gas Tax Funding Request

Project Description	Scope	Year of Service Initialization	Total Project Budget	Requested MVRF Funding
Original 2021 MVRF Application				
2023 Conventional Bus Replacement	This project will replace fifty-seven (57) diesel buses with fifty-seven (57) 40' battery-electric buses.	2024	$88,740,000	$86,090,000
PTC Infrastructure to Support Battery Electric Buses – Phase 1	This project will procure and install 8-10 450 kilowatt (kw) on-route fast chargers and up to 64 battery bus maintenance chargers at the Port Coquitlam transit centre (for battery conditioning overnight).	2023	$30,604,000	$27,746,520
Proposed New Funding				
Amended 2021 MVRF Application				
2023 Conventional Bus Replacement	This project will replace fifty-seven (57) diesel buses with fifty-seven (57) 40' battery-electric buses.	2027	$106,845,790	$102,497,610
PTC Infrastructure to	This project will procure and install 10 450	2027	$81,632,580	$77,207,390

Support Battery Electric Buses – Phase 1	kilowatt (kw) on-route fast chargers and 64 battery bus maintenance chargers at the Port Coquitlam transit centre (for battery conditioning overnight).			
Net addition	**No change in project scope**		**$69,134,370**	**$65,868,480**

FUNDS AVAILABLE

There is currently $509.8 million in MVRF funds available to TransLink. After allocating $65.9 million for the 2023 Conventional bus replacement and PTC infrastructure to support BEBs projects – Phase 1, and accounting for other assumed funding approvals of $413.1 million in the 2025 application, the projected remaining MVRF fund balance will be $30.8 million.

The original application went through a rigorous approval process and was determined to meet the evaluation criteria used by Metro Vancouver to evaluate a regional transportation project proposed by TransLink for MVRF funding. The amended project continues to meet the evaluation criteria as described in the original project application. There are not changes to the estimated GHG reductions estimated in the original application.

To: Jerry Dobrovolny, Chief Administrative Officer, Metro Vancouver

From: Olga Kuznetsova, Vice President, Financial Services, TransLink

Date: May 22, 2025

Subject: Amendment to the 2022 Metro Vancouver Regional Fund Application – Marpole Transit Centre

PURPOSE

TransLink is requesting that the Metro Vancouver Regional District (MVRD) Board approve a change to the 2022 Metro Vancouver Regional Fund application (formerly known as the 'Greater Vancouver Regional Fund (GVRF) application') for the Marpole Transit Centre (MTC) project. The original application was approved by the MVRD Board on November 10, 2021. This request is for an increase of funding in the amount of $195.2 million (from $298.1 million to $493.3 million) for cost escalation of the project.

The approval of the application amendment will support TransLink to complete design and site development works for MTC. This facility will be designed for a high-performance operation and maintenance facility of approximately 343 40' Equivalent Battery Electric Buses to replace existing hybrid-diesel buses. With the revised opening date of MTC in 2028, MTC is now on track to accommodate 100% electric vehicles from day one, which would significantly reduce the criteria air contaminant (CAC) and greenhouse gas (GHG) emissions relative to the original MVRF application.

This application amendment is consistent with the 2025 Investment Plan (2025 Plan) and Low Carbon Fleet Strategy (LCFS), approved by TransLink's Board of Directors (the Board) and Mayors' Council. The 2025 Plan and LCFS advance the goals identified in TransLink's Regional Transportation Strategy *Transport 2050* (T2050), Metro Vancouver's Regional Growth Strategy and Metro Vancouver's new Climate 2050 and Clean Air Plan goals.

The MTC project continues to be important in achieving TransLink's Climate Action Strategy and Plan (2022) goals to:

1. Reduce fleet and facility greenhouse (GHG) emissions by 45% from 2010 levels by 2030;
2. Achieve zero tailpipe emissions by 2040; and,
3. Achieve net zero emissions by 2050.

PROPOSED SCOPE AND FUNDING CHANGES

REASON FOR CHANGE:

The 2022 MVRF Application was based on the conceptual design completed in October 2020. Since then, the design has developed with significant changes in the geotechnical and structural components of the facility. TransLink and Coast Mountain Bus Company (CMBC) require the facility to be built to a High-Performance standard, and substantial changes to the seismic building code in 2022 drastically increased the requirements that the large structures in the MTC facility had to be designed to. Details of the scope changes since 2022 application are:

- Raising the entire 21-acre site by over 2 metres to meet the flood control elevation.
- Installation of the large flood protection wall along the Fraser River at the South boundary of the facility.
- Removal of soil contamination due to updated BC Contaminated Site Regulations (CSR).
- Number of obstructions, piles and existing foundations greatly exceeded the original estimation.
- Ground improvement work and piling of main buildings to meet seismic performance standards.
- Stringent municipal and provincial permitting for off-site commitments including provisions for future

pump station, utility, and streetscape upgrades.

In addition to the increase in site development costs due to design changes and more complex than anticipated site conditions, this project has experienced major market cost escalations since the Approval-in-Principal cost estimates were prepared in 2021. These escalations are even more impactful for a project of the scale and complexity of MTC, with large volumes of materials such as steel, the quantities of electrical, mechanical and EV charging equipment.

RISKS:
There are certain risks that TransLink has experienced in similar active and completed projects which can have further impact on the schedule, cost and/or the scope of the projects:

- The announcement of the Federal Government's Surtax on Chinese Steel, Aluminum and EV vehicles and its corresponding impact on project costs;
- Deterioration of Canadian/foreign currency exchange rate
- Impact of existing and potential tariffs;
- Specific electrical and other specialized equipment requiring long lead time; and
- Unforeseen site conditions encountered during construction.

The total eligible expenses for MTC projects are $797.3 million. Historically, TransLink has requested funding for the full eligible scope of each project within the application. However, due to projected shortfalls in MVRF funding availability caused by significant vehicle procurement projects coming forward between 2032 and 2034, only $195.2 million in funding is being requested at this time, making the total CCBF funding allocated for MTC $493.3 million. This partial funding request of $195.2 million represents the maximum TransLink anticipates having available without creating a funding shortfall in future MVRF applications. In the absence of additional MVRF funding, Translink would be required to borrow 65% of the estimated project costs to fund the construction of MTC, further increasing TransLink's existing structural deficit.

Table 1: Summary of Project, Total Costs, Timeline, and Metro Vancouver Regional Funding Request

Project Description	Scope	Year of Service Initialization	Total Project Budget	Requested MVRF Funding
Original 2022 MVRF Application				
Marpole Transit Centre	Complete design, early site works and implementation. This facility will be designed for the operation and maintenance of 350 forty-foot equivalent (FFE) Battery Electric Buses and to service a diesel fleet during the transition to all-electric operation.	2024	$308,170,850	$298,100,000
Proposed New Funding				
Amended 2022 MVRF Application				
Marpole Transit Centre	Complete design, early site works and implementation. This project will construct a high-performance operation and maintenance facility to accommodate 343 forty-foot equivalent (FFE) buses within a 100% Battery Electric Bus Facility.	2028	$848,299,982	$493,300,000

Net change	Reduction of transit centre capacity of 7 forty-foot equivalent buses to meet off-site requirements from the City of Vancouver. As a result, the parkade building dedicated for bus parking had to be adjusted to accommodate the adjusted site boundaries. See Section "Reason for Change" for explanation of factors that contributed to cost escalation.	**4 years**	**$540,129,132**	**$195,200,000**

GHG Emissions Change due to scope change:

2022 MVRF Application Estimate:

Summary of the fleet transition and GHG reductions achieved was as follows:

	Baseline	**2025**	**2031**
Fleet	100% Hybrid Diesel-Electric (350)	60% Battery-Electric (210) 40% Hybrid Diesel Electric (140)	100% Battery Electric (350)
Diesel Fuel Use (L/yr)	11.1 million	4.4 million	None
Electricity Use (GWh/yr)	-	17.2	28.5
GHG Emissions (tCO2e/yr)	**30,000**	**11,568**	**114**

The 2022 MVRF Application assumed phased-in transition to battery electric buses based on a 60/40 BEB versus Hybrid bus mix in 2025. With the expected opening date of MTC in 2028, TransLink now anticipates having a 100% BEB fleet at this location, thus avoiding hybrid diesel-electric buses altogether.

Therefore, the baseline emissions estimate has improved. This revised baseline applies inner city 40' diesel bus efficiency (61.53L/100 km), and the latest BC Low Carbon Fuel Standard and BC Climate Action Secretariat emissions factors. Diesel fuel and electricity use is based on average bus service of 58,000 km per year, and a 17-year bus lifecycle. BEB energy use assumes 5% loss through DC charging.

Criteria air contaminant (CAC) emissions have also been estimated. Estimates of nitric oxide and nitrogen dioxide (NOx) and particulate matter (PM) tailpipe emissions are provided in the revised baseline table below.

2025 MVRF Application Estimate:

Indicators	**Baseline (revised)**	**2028 (revised)**
Bus Fleet	343 standard 40' diesel	343 battery-electric 40'
Diesel Fuel Use (L/yr)	10.7 million	None
Electricity Use (GWh/yr)	None	31.5
Annual Emissions		
GHG (tCO2e/yr)	31,698	346
NOx (t/yr)	137	None
PM (t/yr)	19	None

These results may vary with final fleet vehicle length mix as 60' and 40' buses will have different efficiencies.

FUNDS AVAILABLE

There is currently $509.8 million in MVRF funds available to TransLink. After allocating $195.2 million for the Marpole Transit Centre Project, and accounting for other assumed funding approvals of $283.8 million in the 2025 application, the projected remaining MVRF fund balance will be $30.8 million.

The original application went through a rigorous approval process and was determined to meet the evaluation criteria used by Metro Vancouver to evaluate a regional transportation project proposed by TransLink for MVRF funding. The amended project continues to meet the evaluation criteria as described in the original project application, and it improves on the quantifiable emissions impacts.

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BOARD POLICY

METRO VANCOUVER REGIONAL FUND EXPENDITURES POLICY

Effective Date: July 26, 2024

Approved By: MVRD Board

Policy No. FN-035

PURPOSE

The purpose of the *Metro Vancouver Regional Fund Expenditures Policy (MVRF Policy)* is to identify the process through which the Metro Vancouver Regional District (MVRD) Board considers and approves expenditures from the Canada Community-Building Fund for regional transportation projects proposed by the South Coast British Columbia Transportation Authority (TransLink).

DEFINITIONS

"Administrative Agreement on the Canada Community-Building Fund" (Administrative Agreement) means the ten-year funding agreement between Government of Canada, Government of British Columbia, and the Union of British Columbia Municipalities that came into effect on April 1, 2024;

"Eligible Regional Transportation Projects" means the following Eligible Project Categories described in Schedule B of the Administrative Agreement on the Canada Community-Building Fund:

- Public transit – infrastructure which supports a shared passenger transport system which is available for public use; and
- Local roads and bridges – roads, bridges and active transportation infrastructure;

"Evaluation Criteria" means the performance measures that the MVRD Board uses to assess the merit of each project submitted by TransLink for MVRF funding, as described in the Metro Vancouver Regional Fund Application Guide;

"Canada Community-Building Fund" (CCBF) means the permanent funding provided by the federal government to Canadian municipalities to support local infrastructure priorities;

"Metro Vancouver Regional Fund" (MVRF) means the 95 percent of the Metro Vancouver Regional District and its member municipalities' per-capita aggregate allocation that is pooled for eligible expenditures in regional transportation projects under the Administrative Agreement;

"Metro Vancouver Regional Fund Application Guide" (Application Guide) means the companion document to this MVRF Policy which sets out the application and review processes for TransLink's project proposals;

"Information Requirements" means the information that must be provided by TransLink to allow for efficient and effective review of proposals by the MVRD Board, as described in the Metro Vancouver Regional Fund Application Guide.

BOARD POLICY

POLICY

Through the Canada Community-Building Fund, the Government of Canada transfers funds to municipalities as a source of predictable, permanent funding for building and revitalizing public infrastructure. A renewed ten-year funding agreement, the Administrative Agreement on the Canada Community-Building Fund, came into effect on April 1, 2024 and extends the Canada Community-Building Fund to March 31, 2034. The Administrative Agreement provides the framework for the delivery of federal funding to British Columbia municipalities to help build and revitalize public infrastructure. Its signatories include Government of Canada, Government of British Columbia, and the Union of British Columbia Municipalities (UBCM), the latter of which flows the funding to BC municipalities on a per-capita basis.

One of the three programs identified in the Administrative Agreement is the Metro Vancouver Regional Fund. The MVRF pools 95 percent of MVRD member jurisdictions' aggregate per-capita allocation of CCBF funds to support eligible regional transportation projects proposed and delivered by TransLink. The MVRF program supports the Metro Vancouver *Board Strategic Plan* by enabling the MVRD Board to play a key role in shaping regional transportation priorities towards emissions reductions, building complete communities, and improving livability. Within this MVRF Policy, the evaluation criteria for applications to the MVRF will allow the Board to consider applications for the use of CCBF funds within the context of *Metro 2050*, the Regional Growth Strategy, to ensure integration between transportation planning and regional land use planning. While not a requirement, zero-emission transportation projects are preferred to be funded through the MVRF.

The Administrative Agreement identifies how the funds are to be delivered and provides high-level criteria to identify eligible projects and expenditures. The MVRD Board must approve all applications for eligible projects proposed by TransLink for funding. UBCM may not transfer monies to TransLink for eligible projects until it has received an approved list from the MVRD Board.

To support MVRD Board decisions related to approving expenditures from the MVRF, a process has been defined to clarify the procedural steps through which TransLink is to propose regional transportation projects to the MVRD Board for funding from the MVRF. Information requirements, including evaluation criteria, have also been defined to support the evaluation of regional transportation projects. Applications from TransLink for funding from the MVRF must follow the format and procedures set out in the Metro Vancouver Regional Fund Application Guide.

Application Process

The MVRF application review process will commence upon receipt of an application from TransLink staff. TransLink staff will consider Metro Vancouver's committee reporting deadlines and ensure that applications are sent with sufficient lead time for Metro Vancouver staff to review and provide staff-to-staff questions and comments prior to finalizing the staff report to the Metro Vancouver Finance Committee and MVRD Board.

The Finance Committee, or other standing committee as may be designated by the MVRD Board with responsibility for reviewing expenditures from the MVRF, will review the submitted projects as described using the Application Guide and will make recommendations to the MVRD Board. TransLink staff are expected to attend all Finance Committee and MVRD Board meetings, for both Applications and Annual Reports, to present, respond to questions, or both. The need for TransLink presentations will be determined by Metro Vancouver on a case-by-case basis, with appropriate notice. The Committee may also request TransLink staff to make presentations on applications as appropriate.

The MVRD Board will strive to make determinations in a timely manner. The MVRD Board will notify the Union of British Columbia Municipalities and TransLink of the projects that it has approved for funding in a timely manner following its decision.

Information Requirements

For TransLink applications to be considered by the MVRD Board, they must include all of the required information and follow the format specified in the Application Guide.

Every application must be accompanied by an excerpt from TransLink's approved Investment Plan listing all projects anticipating funding from the MVRF. Proposals must demonstrate the consistency of projects with TransLink's current Investment Plan. Applications must also include a description of each project for which funding is requested as defined within the Project Description section, and must demonstrate compliance with evaluation criteria, both as defined within the Application Guide.

Evaluation Criteria

The Application Guide includes a set of evaluation criteria to allow for a detailed assessment of projects for which funding is requested. A description of how each proposed project achieves or works toward each criterion must also be provided.

Two types of evaluation criteria are identified: 1) Screening Criteria, which represent requirements that are mandatory for any project for which MVRF funding is being requested; and 2) Integrated Criteria, which allow for quantitative and qualitative assessments of proposed projects based on high-priority objectives that reflect the intent of the Canada Community-Building Fund, Metro Vancouver goals, and TransLink's current Investment Plan.

Review of Metro Vancouver Regional Fund Expenditures Policy and Application Guide

The MVRF Policy and Application Guide may be reviewed and revised as necessary at the discretion of the MVRD Board. A review of the MVRF Policy and Application Guide is planned for the five-year mark of the ten-year term in 2029.

From time to time, distributions from the CCBF may be increased. The allocation of any future one-time or permanent increases in CCBF distributions, beyond the indexed annual rate, will be considered on a case-by-case basis by the MVRD Board upon confirmation of the additional funding. This could include allocating the additional funding to other Eligible Recipients for Eligible Projects, as these terms are defined in the Administrative Agreement.

Annual Reports

TransLink will provide to the MVRD Board annual reports on projects that have received funding through the MVRF as at December 31. Annual reports should be submitted no later than Q2 of the following year. At a minimum, the reports must include:

- updates about variances in budgeted and actual costs;
- expenditures to date;
- distributions from the CCBF;
- project progress;
- project schedules;
- risk assessment; and
- state of purchased assets.

TransLink need not:

- request expenditure of all MVRF monies in any given year; or
- expend funding in the year in which it is awarded.

TransLink may choose to apply the approved funding to a project over multiple years. However, the MVRD Board is unable to approve funding that is not yet available in the MVRF. If TransLink wishes to deliver a project that exceeds the value of the MVRF balance, it must bank the necessary funds or deliver the project in phases that can be discretely approved.

Following notification by the MVRD Board of projects approved for funding from the MVRF, UBCM will release funding to TransLink for the approved projects in the amount approved by the MVRD Board.

Ownership of Assets

The Administrative Agreement does not address the question of ownership of regional transportation assets purchased using MVRF funds. Typically, MVRF funds are combined with other sources of funding to offset the cost of a package of improvements. When determining whether asset ownership is advisable, the following factors should be considered:

- Public Sector Accounting Principles do not allow ownership of a tangible capital asset to be divided among different parties. Ownership of the asset must rest with one body.
- Should the MVRD decide to become the owner of an asset purchased through MVRF funding, the MVRD will also have responsibility for the maintenance, replacement and disposal of those assets.

- Ownership of assets, including those acquired using MVRF funding, enable TransLink to borrow for its infrastructure needs in the open market. TransLink currently uses this borrowing power to access funds to operate and maintain the regional transportation system.

At its discretion, the MVRD Board may consider the ownership of a regional transportation asset on a case-by-case basis with consideration given to the above factors.

Disposition of Assets
The Administrative Agreement includes a provision that attaches conditions to the use of revenues generated from the sale, lease, encumbrance, or other form of disposal of gas tax-funded projects that are disposed of within five years of their completion. All such revenues must be invested by TransLink into eligible projects that have been approved by the MVRD Board.

For any assets purchased by TransLink using funds from the MVRF, TransLink will be required to report back annually on the state of the purchased asset(s) in the annual report, including the disposition of any asset(s) and the value of the funds returned to the MVRF based on the residual value of the disposed asset.

If and when revenues become available from assets that are disposed of by TransLink within five years of a project's completion, the use of such revenues must be approved by the MVRD Board using the same process and Application Guide as for new MVRF funds.

Scope Changes and Unspent Funds
Should a project require greater funding from the MVRF than anticipated due to a change in scope or other financial reason, TransLink may either submit a new application or outline their request in a letter that provides a rationale for the funding increase and all relevant project details. The request will be provided to the Metro Vancouver Finance Committee and MVRD Board, along with a report confirming that the project evaluation, as outlined in the Application Guide, is substantially unchanged (or improved). A full project application may be requested at Metro Vancouver's discretion for any project requiring greater funding from the MVRF than originally approved. The project need not be evaluated using the criteria set out in the Application Guide.

Should any project approved by MVRD for expenditure from the MVRF result in unspent funds, these funds must be returned to the MVRF.

RELATED DOCUMENT (does not make up part of policy)

- Metro Vancouver Regional Fund Application Guide

Metro Vancouver Regional Fund
APPLICATION GUIDE

Context

The MVRD Board is authorized under the *Administrative Agreement on the Canada Community-Building Fund* (Administrative Agreement) to approve or reject applications from TransLink for funding from the Metro Vancouver Regional Fund (MVRF).

The terms of MVRF are detailed in the *Administrative Agreement* and in the *MVRF Policy*, available on the Metro Vancouver website.

This Application Guide:

- summarizes the application and review process;
- provides an application template and a checklist of information required for each project;
- details the evaluation criteria that Metro Vancouver staff will use to assess each project; and
- includes a blank scorecard (Table 1) that Metro Vancouver staff will use to assess each project.

Application Process

1. The MVRF application review process will commence upon receipt of an application from TransLink. TransLink staff will consider Metro Vancouver's committee report deadlines and ensure applications are sent with sufficient lead time for Metro Vancouver staff to review and provide staff-to-staff questions and comments prior to finalizing the staff report to the Finance Committee and MVRD Board.

2. Project applications must follow the format set out in this Application Guide. A separate application is required for each project.

3. Project applications are to be attached to a memorandum, addressed to the Metro Vancouver Chief Administrative Officer, which summarizes the entire project package, including the total amount of MVRF funding being requested. The cover memorandum is an opportunity for TransLink to outline any other information or overarching considerations that may help the MVRD Board assess the project application(s).

4. Metro Vancouver staff will review the application(s) for completeness and notify TransLink of any omissions in information requirements within 10 business days of receipt. It is recommended that TransLink submits all proposals for the current year in a single application for ease of administration.

5. Metro Vancouver staff will complete the Assessment column in Table 1: Evaluation Criteria and will include the completed evaluation with Finance Committee and MVRD Board reporting. TransLink is not expected to complete a self-assessment using Table 1.

6. The Metro Vancouver Finance Committee, or other standing committee as designated by the MVRD Board with responsibility for reviewing expenditures from the MVRF, will review the proposals and will make recommendations to the MVRD Board. The Finance Committee may request TransLink staff to make presentations on the application(s), as appropriate.

7. The MVRD Board will notify the Union of British Columbia Municipalities (UBCM) and TransLink of the projects that it has approved for funding in a timely manner following the decision.

A. PROJECT DESCRIPTION

Please complete the following for each project proposed for expenditure from the MVRF.

1. **Project Name**

2. **Project Overview**

3. **Project Need**

4. **Project Location**
   As appropriate, provide a map depicting the intended in-service location of the proposed project.

5. **Project Eligibility**
   a) **Public transit** – infrastructure which supports a shared passenger transport system which is available for public use; or
   b) **Local roads and bridges** – roads, bridges and active transportation infrastructure.

6. **Project Purpose**
   a) **Expansion:** Expands the carrying capacity of people and/or goods movement.
   b) **State of Good Repair:** Replaces or modernizes assets to keep the regional transportation system in a state of good repair.
   c) **Operational Efficiency/Effectiveness:** Improves the efficiency or effectiveness of the regional transportation system.
   d) **Refurbishment:** Extend the useful life of assets to maximize the utility of the regional investment in the transportation system.
   e) **Other (please specify)**: _______________

7. **Project Type**
   a) **Growth**
   b) **Upgrade**
   c) **Risk (Resilience)**
   d) **Maintenance**
   e) **Opportunity**

8. **Project Staging**

Year(s) of Acquisition or Start of Construction	Year of Completion of Construction	Year of Service Initialization	Year(s) of Renewal	Year(s) of End of Service

9. Steps taken by TransLink to identify, evaluate, and prioritize the proposed project for inclusion in the Application.

10. Has the project previously received funding through the MVRF? If so, please explain.

11. Was MVRF funding previously declined for the project? If so, please explain.

12. Is the project anticipated to require additional future MVRF funding? If so, please explain.

13. In the absence of MVRF funding, can the project proceed with other funding sources?

14. Budget and Expenditures

Budget	Expenditures to Date	Forecast to Complete	Final Forecasted Cost	Variance (budget – final forecasted cost)

15. Project Funding

Prior Approved MVRF Funding	Current Year MVRF Funding Request	Other Funding – Specify source and whether confirmed/pending

16. Project Budget Schedule

	Pre-2024	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
MVRF-funded Project Budget												
Total Project Budget												

17. **What other corporate or external factors could alter the project need, scope, budget, or timeline for project delivery (e.g., changes in technology, investment, regulation, policies, interest rates, currency exchange rates)? Describe possible mitigation strategies to address these risks, if any.**

18. **Describe how the project lowers the emissions profile of the transit fleet, for both greenhouse gas and common air contaminant emissions and advances the fleet towards the region's greenhouse gas emissions reduction targets.**

19. **Integrated Criteria**
Explain how the project addresses each of the Integrated Criteria detailed in Table 1. The Integrated Criteria will be evaluated on a 1 (Poor) / 2 (Acceptable) / 3 (Excellent) scale for a maximum of 12 points.

Reference Table 1 for additional information about each criterion.

Attach additional references and analyses as needed.

A. **TransLink Investment Plan Consistency**

B. **Centres and Corridors**

C. **Transportation Benefits**

D. **Quantifiable Emissions Impacts**

B. EVALUATION CRITERIA

Two types of evaluation criteria are identified:

- Screening Criteria, which represent requirements that are mandatory for any project for which MVRF funding is requested (evaluated on a Pass / Fail scale); and
- Integrated Criteria, which allow for a qualitative assessment of proposed projects based on regional growth, transportation and climate objectives (evaluated on a 1 (Poor) / 2 (Acceptable) / 3 (Excellent) scale).

Table 1. Evaluation Criteria

Criterion	Description	Assessment
SCREENING CRITERIA		
Eligible Project Category	Project qualifies as one of the following categories, as set out in the Administrative Agreement (Schedule B): • Public transit – infrastructure which supports a shared passenger transport system which is available for public use; and • Local roads and bridges – roads, bridges and active transportation infrastructure	Pass / Fail
Eligible Expenditures	Project is an Eligible Expenditure, as set out in the Administrative Agreement (Schedule C).	Pass / Fail
Metro Vancouver Policy Consistency	Project must be consistent with Metro Vancouver's current: • Regional Growth Strategy • Regional Climate Strategy	Pass / Fail
TransLink Policy Consistency	Project must be consistent with TransLink's current: • Regional Transportation Strategy • 10-Year Priorities / Vision	Pass / Fail
SCREENING CRITERIA SCORE	**Project must pass all four Screening Criteria.**	**Pass / Fail**
INTEGRATED CRITERIA		
TransLink Investment Plan Consistency	Project is included in TransLink's current 10-Year Investment Plan.	1 / 2 / 3
Centres and Corridors	Where applicable, the project is located in, or demonstrates tangible benefits to, the overall performance of Urban Centres, Frequent Transit Development Areas and Major Transit Growth Corridors.	1 / 2 / 3

Transportation Benefits	Demonstrates tangible benefits to: • Transit level of service; • Transit passenger experience; • Accessibility; • Active transportation; • Transportation safety; • State of good repair; • Vehicle congestion; or • Goods movement.	1 / 2 / 3
Quantifiable Emissions Impacts	Achieves quantifiable beneficial impacts on greenhouse gas and common air contaminant emissions relative to baseline transit vehicles, and lowers the emissions profile of the transit fleet. **Zero-emission transportation projects are preferred for funding.** The information requirement for this criterion is fulfilled as follows: 1. For each transit vehicle project, provide a comparison of the emissions of the project versus the baseline vehicle[1] 2. For the application in aggregate, provide the: o Annualized transit fleet emissions in the current year; o Plus, incremental changes in transit fleet emissions with full deployment of any proposed expansion, modernized, or refurbished vehicles.	1 / 2 / 3
INTEGRATED CRITERIA SCORE	**Total score based on the four Integrated Criteria.**	**/ 12**

[1] **REQUIREMENTS FOR EMISSIONS ANALYSIS**

Baseline Transit Vehicle Fuel Type

For the purpose of evaluating the comparative emissions performance of the proposed project relative to the baseline in a consistent manner, the following requirements should be followed, unless otherwise stated by TransLink and including the rationale for any variations.

Vehicle Type	Baseline New Vehicle
40-foot bus	Diesel
60-foot bus	Diesel
Shuttle/Van	Gasoline
Other (specify)	Specified by TransLink

Emissions Type and Metric

The emissions of interest are CO2e, NOx, and particulate matter. Please denote the carbon content assumptions for each fuel type. For each emissions type, grams per fully loaded passenger kilometre (seated and standing passengers).

Metro Vancouver Regional Fund
APPLICATION GUIDE

Context

The MVRD Board is authorized under the *Administrative Agreement on the Canada Community-Building Fund* (Administrative Agreement) to approve or reject applications from TransLink for funding from the Metro Vancouver Regional Fund (MVRF).

The terms of MVRF are detailed in the *Administrative Agreement* and in the *MVRF Policy*, available on the Metro Vancouver website.

This Application Guide:
- summarizes the application and review process;
- provides an application template and a checklist of information required for each project;
- details the evaluation criteria that Metro Vancouver staff will use to assess each project; and
- includes a blank scorecard (Table 1) that Metro Vancouver staff will use to assess each project.

Application Process

1. The MVRF application review process will commence upon receipt of an application from TransLink. TransLink staff will consider Metro Vancouver's committee report deadlines and ensure applications are sent with sufficient lead time for Metro Vancouver staff to review and provide staff-to-staff questions and comments prior to finalizing the staff report to the Finance Committee and MVRD Board.

2. Project applications must follow the format set out in this Application Guide. A separate application is required for each project.

3. Project applications are to be attached to a memorandum, addressed to the Metro Vancouver Chief Administrative Officer, which summarizes the entire project package, including the total amount of MVRF funding being requested. The cover memorandum is an opportunity for TransLink to outline any other information or overarching considerations that may help the MVRD Board assess the project application(s).

4. Metro Vancouver staff will review the application(s) for completeness and notify TransLink of any omissions in information requirements within 10 business days of receipt. It is recommended that TransLink submits all proposals for the current year in a single application for ease of administration.

5. Metro Vancouver staff will complete the Assessment column in Table 1: Evaluation Criteria and will include the completed evaluation with Finance Committee and MVRD Board reporting. TransLink is not expected to complete a self-assessment using Table 1.

6. The Metro Vancouver Finance Committee, or other standing committee as designated by the MVRD Board with responsibility for reviewing expenditures from the MVRF, will review the proposals and will make recommendations to the MVRD Board. The Finance Committee may request TransLink staff to make presentations on the application(s), as appropriate.

7. The MVRD Board will notify the Union of British Columbia Municipalities (UBCM) and TransLink of the projects that it has approved for funding in a timely manner following the decision.

A. PROJECT DESCRIPTION

Please complete the following for each project proposed for expenditure from the MVRF.

1. **Project Name**

2. **Project Overview**

3. **Project Need**

4. **Project Location**
   As appropriate, provide a map depicting the intended in-service location of the proposed project.

5. **Project Eligibility**
   a) **Public transit** – infrastructure which supports a shared passenger transport system which is available for public use; or
   b) **Local roads and bridges** – roads, bridges and active transportation infrastructure.

6. **Project Purpose**
   a) **Expansion:** Expands the carrying capacity of people and/or goods movement.
   b) **State of Good Repair:** Replaces or modernizes assets to keep the regional transportation system in a state of good repair.
   c) **Operational Efficiency/Effectiveness:** Improves the efficiency or effectiveness of the regional transportation system.
   d) **Refurbishment:** Extend the useful life of assets to maximize the utility of the regional investment in the transportation system.
   e) **Other (please specify): _______________**

7. **Project Type**
   a) **Growth**
   b) **Upgrade**
   c) **Risk (Resilience)**
   d) **Maintenance**
   e) **Opportunity**

8. **Project Staging**

Year(s) of Acquisition or Start of Construction	Year of Completion of Construction	Year of Service Initialization	Year(s) of Renewal	Year(s) of End of Service

9. **Steps taken by TransLink to identify, evaluate, and prioritize the proposed project for inclusion in the Application.**

10. **Has the project previously received funding through the MVRF? If so, please explain.**

11. **Was MVRF funding previously declined for the project? If so, please explain.**

12. **Is the project anticipated to require additional future MVRF funding? If so, please explain.**

13. **In the absence of MVRF funding, can the project proceed with other funding sources?**

14. **Budget and Expenditures**

Budget	Expenditures to Date	Forecast to Complete	Final Forecasted Cost	Variance (budget – final forecasted cost)

15. **Project Funding**

Prior Approved MVRF Funding	Current Year MVRF Funding Request	Other Funding – Specify source and whether confirmed/pending

16. **Project Budget Schedule**

	Pre-2024	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
MVRF-funded Project Budget												
Total Project Budget												

17. **What other corporate or external factors could alter the project need, scope, budget, or timeline for project delivery (e.g., changes in technology, investment, regulation, policies, interest rates, currency exchange rates)? Describe possible mitigation strategies to address these risks, if any.**

18. **Describe how the project lowers the emissions profile of the transit fleet, for both greenhouse gas and common air contaminant emissions and advances the fleet towards the region's greenhouse gas emissions reduction targets.**

19. **Integrated Criteria**
    Explain how the project addresses each of the Integrated Criteria detailed in Table 1. The Integrated Criteria will be evaluated on a 1 (Poor) / 2 (Acceptable) / 3 (Excellent) scale for a maximum of 12 points.

    Reference Table 1 for additional information about each criterion.

    Attach additional references and analyses as needed.

    A. **TransLink Investment Plan Consistency**

    B. **Centres and Corridors**

    C. **Transportation Benefits**

    D. **Quantifiable Emissions Impacts**

B. EVALUATION CRITERIA

Two types of evaluation criteria are identified:

- Screening Criteria, which represent requirements that are mandatory for any project for which MVRF funding is requested (evaluated on a Pass / Fail scale); and
- Integrated Criteria, which allow for a qualitative assessment of proposed projects based on regional growth, transportation and climate objectives (evaluated on a 1 (Poor) / 2 (Acceptable) / 3 (Excellent) scale).

Table 1. Evaluation Criteria

Criterion	Description	Assessment
	SCREENING CRITERIA	
Eligible Project Category	Project qualifies as one of the following categories, as set out in the Administrative Agreement (Schedule B): • Public transit – infrastructure which supports a shared passenger transport system which is available for public use; and • Local roads and bridges – roads, bridges and active transportation infrastructure	Pass / Fail
Eligible Expenditures	Project is an Eligible Expenditure, as set out in the Administrative Agreement (Schedule C).	Pass / Fail
Metro Vancouver Policy Consistency	Project must be consistent with Metro Vancouver's current: • Regional Growth Strategy • Regional Climate Strategy	Pass / Fail
TransLink Policy Consistency	Project must be consistent with TransLink's current: • Regional Transportation Strategy • 10-Year Priorities / Vision	Pass / Fail
SCREENING CRITERIA SCORE	**Project must pass all four Screening Criteria.**	**Pass / Fail**
	INTEGRATED CRITERIA	
TransLink Investment Plan Consistency	Project is included in TransLink's current 10-Year Investment Plan.	1 / 2 / 3
Centres and Corridors	Where applicable, the project is located in, or demonstrates tangible benefits to, the overall performance of Urban Centres, Frequent Transit Development Areas and Major Transit Growth Corridors.	1 / 2 / 3

Transportation Benefits	Demonstrates tangible benefits to: • Transit level of service; • Transit passenger experience; • Accessibility; • Active transportation; • Transportation safety; • State of good repair; • Vehicle congestion; or • Goods movement.	1 / 2 / 3
Quantifiable Emissions Impacts	Achieves quantifiable beneficial impacts on greenhouse gas and common air contaminant emissions relative to baseline transit vehicles, and lowers the emissions profile of the transit fleet. **Zero-emission transportation projects are preferred for funding.** The information requirement for this criterion is fulfilled as follows: 1. For each transit vehicle project, provide a comparison of the emissions of the project versus the baseline vehicle[1] 2. For the application in aggregate, provide the: o Annualized transit fleet emissions in the current year; o Plus, incremental changes in transit fleet emissions with full deployment of any proposed expansion, modernized, or refurbished vehicles.	1 / 2 / 3
INTEGRATED CRITERIA SCORE	**Total score based on the four Integrated Criteria.**	**/ 12**

[1] **REQUIREMENTS FOR EMISSIONS ANALYSIS**

Baseline Transit Vehicle Fuel Type

For the purpose of evaluating the comparative emissions performance of the proposed project relative to the baseline in a consistent manner, the following requirements should be followed, unless otherwise stated by TransLink and including the rationale for any variations.

Vehicle Type	Baseline New Vehicle
40-foot bus	Diesel
60-foot bus	Diesel
Shuttle/Van	Gasoline
Other (specify)	Specified by TransLink

Emissions Type and Metric

The emissions of interest are CO_2e, NOx, and particulate matter. Please denote the carbon content assumptions for each fuel type. For each emissions type, grams per fully loaded passenger kilometre (seated and standing passengers).

Metro Vancouver Assessment of MVRF Project Evaluation Criteria

Criterion	Description	Assessment	MVRD Staff Comments
SCREENING CRITERIA			
Eligible Project Category	Project qualifies as one of the following categories, as set out in the Administrative Agreement (Schedule B): • Public transit – infrastructure which supports a shared passenger transport system which is available for public use; and • Local roads and bridges – roads, bridges and active transportation infrastructure	Pass	The projects are all public transit.
Eligible Expenditures	Project is an Eligible Expenditure, as set out in the Administrative Agreement (Schedule C).	Pass	The expenditures are all eligible – i.e. "associated with acquiring, planning, designing, constructing or renewal and rehabilitation of a tangible capital asset."
Metro Vancouver Policy Consistency	Project must be consistent with Metro Vancouver's: • *Metro 2050* • *Climate 2050*	Pass	The projects are consistent with the growth management, transportation and climate goals of *Metro 2050* and *Climate 2050.*
TransLink Policy Consistency	Project must be consistent with TransLink's current: • *Transport 2050* • 10-Year Priorities / Vision	Pass	The projects support the transportation investments and policy objectives of *Transport 2050* and *Access for Everyone.*
SCREENING CRITERIA SCORE	**Project must pass all four Screening Criteria.**	**Pass**	
INTEGRATED CRITERIA			
TransLink Investment Plan Consistency	Project is included in TransLink's current 10-Year Investment Plan.	3	The projects are included in the 2025 Investment Plan.

Criterion	Description	Assessment	MVRD Staff Comments
Centres and Corridors	Where applicable, the project is located in, or demonstrates tangible benefits to, the overall performance of Urban Centres, Frequent Transit Development Areas and Major Transit Growth Corridors.	2	The bus and depot projects indirectly benefit priority growth areas, since these are the areas with significant existing transit services.
Transportation Benefits	Demonstrates tangible benefits to: • Transit level of service; • Transit passenger experience; • Accessibility; • Active transportation; • Transportation safety; • State of good repair; • Vehicle congestion; or • Goods movement.	3	Procuring newer vehicles achieves state of good repair objectives while improving passenger experience.
Quantifiable Emissions Impacts	Achieves quantifiable beneficial impacts on greenhouse gas and common air contaminant emissions relative to baseline transit vehicles, and lowers the emissions profile of the transit fleet. **<u>Zero-emission transportation projects are preferred for funding</u>.** The information requirement for this criterion is fulfilled as follows: 1. For each transit vehicle project, provide a comparison of the emissions of the project versus the baseline vehicle 2. For the application in aggregate, provide the: ○ Annualized transit fleet emissions in the current year; ○ Plus, incremental changes in transit fleet emissions with full deployment of any proposed expansion, modernized, or refurbished vehicles.	3	These projects will use zero-emission technologies that will materially reduce greenhouse gas and criteria air contaminant emissions. The calculations and assumptions used to estimate GHG emissions impacts are clear and appear sound.
INTEGRATED CRITERIA SCORE	**Total score based on the four Integrated Criteria.**	**11 / 12**	

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Lucy Duso, Division Manager Collaboration and Engagement, External Relations Department
Sarah Faucher, External Outreach Coordinator, External Relations Department

Date: May 20, 2025 Meeting Date: June 12, 2025

Subject: **2025 Regional Cultural Project Grants**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 20, 2025, titled "2025 Regional Cultural Project Grants".

EXECUTIVE SUMMARY

Metro Vancouver's annual regional cultural grants, funded by the Grants Reserve Fund, support arts and culture project delivery throughout the region and are within the approved 2025 Budget. The funds are provided through interest earned on the reserve fund, and do not draw from annual tax revenues. This report provides an overview of the grant program, including award criteria and process for adjudication.

The 2025 call for proposals closed April 28th. Staff have screened submissions for eligibility and are reviewing applications against set criteria. This review also includes assessing the regional impact of each project and reviewing the budget and project plan. In addition, staff consider success of any previous projects and a demonstration of resilience.

In July 2025, the Finance Committee will review a staff recommendation for grant awards (to a cap of $10,000 per project and a total distribution of $300,000) and be asked to make a recommendation to the Board. If approved by the MVRD Board on July 25, 2025, grants will be distributed in August to fund programming, some of which begins in September 2025. MVRD Board authorization is required to distribute funds from the Grants Reserve Fund as external contributions.

PURPOSE

To provide the Finance Committee with an overview of the process and criteria (Attachment 1) for the 2025 *Cultural Grants Program*.

BACKGROUND

The regional cultural project grants support arts and culture organizations with creation, production, dissemination, audience development, research, project staff and/or administrative capacity building. Grants are for proposed projects, not ongoing operational/general expenses. Many grant recipients tour outside of the municipality where their organization is based or draw audiences from across municipalities.

In addition to a strong proposal submission, applicants must be in good standing with respect to any previous grants received through this program. Recipients are required to complete a project report (Attachment 2). Receipt of progress updates and/or a final report is a pre-condition for consideration of an organization's future grant applications.

2025 Program Improvements

This grant program continues to receive applications that outpace grant availability. For example, the 2024 intake received applications with a total request of $1,306,833 where the grant distribution was $300,000. In 2024, of the 162 applicants, 57 received funding. The quantity of applications and total requests for funding over the past 10 years are shown in the table below. The intake for 2025 received 132 submissions with a total request of $1,135,345.

	Applications	Requested	Grants Awarded	Budgeted Distribution
2025	132	$1,135,345	*Pending*	$300,000
2024	162	$1,306,833	57	$300,000
2023	106	$908,650	63	$300,000
2022	106	$640,614	55	$300,000
2021	106	$758,011	54	$300,000
2020	54	$377,230	29	$140,000
2019	59	$381,900	29	$130,000
2018	74	$489,779	30	$120,000
2017	73	$520,440	31	$110,000
2016	57	$443,480	24	$100,000

Staff applied some adjustments to the 2025 application criteria to improve efficiency for applicants, tighten the grant criteria, and reduce the likelihood of applicants spending time and resources spent on unsuccessful submissions. With the adjustments, some criteria that were previously considered as advantageous became mandatory. The now-mandatory criteria reflected areas where past applications fell short compared to others. Adjustments for 2025 included:

- More firm budget criteria:
    - Metro Vancouver's grant will be capped at no more than 30% of a total proposed project budget. (In previous years this was considered advantageous.)
    - The application must identify at least two other sources of project funding, including one that is confirmed. (In previous years this was considered advantageous.)
- Applicants must demonstrate stability and resiliency, including operating with an annual budget exceeding $75,000 and with paid staff. (In previous years this was considered advantageous.)
- Applications require a letter of support, preferably from a project collaborator or funding source. (In previous years support letters were optional and considered advantageous.)

In addition to these criteria, staff updated the 2025 application form to both assist applicants and streamline the review process for staff. For example, the application form included:

- Prompts for details on paid staff and estimated audience/patronage;
- Multiple choice tick boxes to identify common programming or audience traits; and

- Text boxes to highlight genres, themes, or intentional elements to support diversity, equity, and inclusion.

In previous years, staff scanned applications for the above content. These updates to the application form support applicants by emphasizing content that raises their profile.

With tightened criteria, staff had anticipated a reduction in applications, and the potential to more closely align the total requested funds with the annual budget. As shown in the table above, there was some change, but demand remains high for this arts and culture fund.

2025 Intake
The 2025 application intake was announced on March 12, starting with a media release (Attachment 3). The grants were promoted through social media, the *Metro Vancouver Update*, and a program mailing list of interested parties (Attachment 4).

Staff hosted an information session on April 3 to provide an overview of the application and adjudication process, offer guidance and tips for submitting a stronger application, review common errors seen in the past, and answer questions from interested applicants. Approximately 44 arts and culture organizations participated in the webinar. The video of this session was posted to the webpage to help others through the remainder of the application intake. The webpage also provided guidance for applicants, and an offer for staff to discuss proposal ideas directly or answer further questions about the grant program.

The deadline for submissions was 4:00 pm on Monday, April 28, 2025. All applications were submitted electronically.

Review of 2025 Applications
Staff are processing all submissions, screening for eligibility, then reviewing all eligible applications against the criteria. Staff will assess applications based on the scoring guidelines of the regional cultural project grant program (Attachment 5). The criteria help staff assess timing, organizational stability, and resilience. Staff will also consider reporting history from previous grants where applicable.

Staff will prepare a recommendation for consideration by the Committee. The information package prepared for the July Committee meeting will include a summary of the projects being considered, relevant grant history, and an indication of which applicants are new or were previously unsuccessful. The Finance Committee will be asked to review and endorse grant award allocations to a cap of $10,000 for each project and to a total of $300,000 for all grants. A report outlining the Finance Committee's recommendation will be presented at the July 25, 2025 MVRD Board meeting for approval.

ALTERNATIVES
This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

The MVRD cultural grants are funded by the interest earned from a Cultural Grant Reserve Fund established in 1991. The 2025 allocation for cultural grants from the Grants Reserve Fund is $300,000. As such, the grants do not draw from annual tax revenues and do not impact the tax requisition.

In 2025 there is approximately $39,000 applied to the tax requisition to support .3FTE staff time to administer this program.

CONCLUSION

Metro Vancouver regional cultural project grants provide support to organizations with a long-standing commitment to serving the region and foster new recipient organizations committed to serving a regional audience. Applications are reviewed based on established criteria including regional impact, merit, and budget, as well as consideration for organizational resilience and previous funding. The 2025 intake closed April 28th. Staff are reviewing the applications. In July, the Finance Committee will be asked to review and endorse grant award allocations to a cap of $10,000 for each project and to a total of $300,000 for all grants. A report outlining the Finance Committee's recommendation will be presented at the July 25, 2025 MVRD Board meeting for approval. Following final approval by the MVRD Board on July 25, grants will be distributed in August to fund programming beginning in September 2025.

ATTACHMENTS

1. Eligibility Criteria – Metro Vancouver 2025 Regional Cultural Project Grants.
2. 2024 Regional Cultural Project Grant Reporting and Evaluation Form.
3. Media Release: "Apply Now for Regional Cultural Grants up to $10,000", issued March 12, 2025.
4. Sample Mailing List Notice – Deadline Reminder, dated April 22, 2025.
5. Score Sheet for Eligible Applications – Metro Vancouver 2025 Regional Cultural Project Grants.
6. Presentation re: Metro Vancouver 2025 Regional Cultural Project Grants.

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ELIGIBILITY CRITERIA
2025 Regional Cultural Project Grants

The regional cultural project grants support arts and culture organizations with creation, production, dissemination, audience development, research, project staff and/or administrative capacity building. Project grants are awarded to a maximum of $10,000 each.

To qualify for a 2025 grant, the applicant must:

- promote arts and culture as its primary purpose, (as opposed to an organization whose function or purpose extends beyond an arts and culture mandate);
- produce and present arts and culture on a regular basis within the Metro Vancouver region;
- be a non-profit society registered under the *BC Societies Act* or a non-profit community service cooperative registered under the *Community Service Co-operatives* section of the *BC Cooperatives Act* for at least two fiscal years;
- demonstrate stability and resiliency, operating with an annual budget exceeding $75,000 and paid staff;
- be requesting funding for a project where programming will be touring or attracting audiences from across multiple Metro Vancouver member jurisdictions;
- provide a letter of support for the project; and
- obtain project funding from diverse sources, whereby:
    - no more than 30% of the total project budget is proposed to come from Metro Vancouver; and
    - at least two other sources of project funding have been identified, including one that is confirmed.

Project marketing timelines and project delivery must occur between September 1, 2025 and August 31, 2026. Pre-production planning and work may take place before September 2025.

Grants are intended to support regional arts and culture projects, not ongoing operational/general expenses.

Organizations may only apply for one grant per year.

Late and incomplete applications will be disqualified. Applications will only be considered if all required materials are received and time-stamped in Metro Vancouver’s system before the application deadline.

CONDITIONS

Grant recipients must adhere to the following:

- Acknowledge the support of Metro Vancouver on all promotional materials related to the funded project.
- Organizations making significant changes to the information provided in their application must discuss such changes with Metro Vancouver staff prior to implementation.
- Grant recipients are required to complete a follow-up report for Metro Vancouver. Receipt of this report will be a precondition for consideration of the organization’s future applications.
- Information provided in this regional cultural project grant application may be subject to disclosure under the *BC Freedom of Information and Protection of Privacy Act*.

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2024 Regional Cultural Project Grant

REPORTING AND EVALUATION

All regional cultural project grant recipients are required to complete a project report to Metro Vancouver. Receipt of a project report is a precondition for consideration of the organization's future grant applications. Reporting history may impact how your future applications are evaluated. Please aim to submit a final report within approximately 8 weeks following project completion. A call for project reports, including a report deadline, will be issued to outstanding grant recipients in early 2025. If the project has not yet been completed by this deadline, an interim project report still must be provided outlining progress and status to date. You may use your own format(s) to prepare your project report package covering the content outlined, and must include the signed declaration page when submitting your package to Metro Vancouver.

Email project report packages to CulturalGrants@metrovancouver.org
including the components listed below.
If you have any questions, please email this mailbox or call Sarah Faucher at 604-456-8828.

☑ **Project report.** Answer the following questions in your project report, referring to your original grant application in your responses. For projects still underway, interim reports should include a progress update based on the work completed to date and the current status of the project, with the rest of the detail to be provided later in your final report. Aim for a maximum 500-word count for each response.

1. ***Briefly describe the completed project or progress to date, noting any adjustments made (if any) from the original proposal with reasons.***

2. ***Highlight the project's successes and achievements. Include metrics such as performance dates, number or list of shows, venues or locations, estimated attendance or viewership, and other measurements of reach and impact as applicable and possible for your type of project.***

3. ***What was Metro Vancouver's cultural grant money specifically used for? For projects still underway, how is the grant intended to be applied in the budget. Explain any significant changes from what was proposed in your application.***

4. ***Did the project achieve its overall objectives? If yes, what factors do you feel contributed to the success? If no, what prevented a more successful project?***

☑ **Comparative revenue and expense statement** showing the project's original proposed budget versus actuals. This may be provided in your own format.

☑ **Samples of marketing and promotion materials, website screenshots, and/or programmes** demonstrating the required use of Metro Vancouver's logo to acknowledge the funding received.

☑ **(Optional) Photos and/or video footage** from regional cultural grant projects are always appreciated. If you are able to provide these for potential use in promoting Metro Vancouver's cultural grants program in the future, this is helpful.

☑ **Signed declaration form** provided below.

2024 METRO VANCOUVER REGIONAL CULTURAL PROJECT GRANT REPORT

The report date for the purpose of Metro Vancouver's project report tracking will be based on the date and time your report package is received via email to the CulturalGrants@metrovancouver.org mailbox.

REPORT TYPE

☐ **Interim Report** – *This is a progress update as the project is still underway. We will send another report later.*
☐ **Final Report** – *Our grant project is now complete.*

Organization

Project title

$	%
Grant amount received	Percentage of project budget
Report author	Contact information *(phone or email)*

Project completion date or anticipated project completion date

DECLARATION

By signing this form, we solemnly declare that, to the best of our knowledge, the information provided in this project report package is complete, honest, and accurate.

Submitted by *(full name)*	On behalf of *(organization)*
X	
Signature of report author	Date
X	
Signature of Chair/President of the Board of Directors	Date

Sarah Faucher

From: Metro Vancouver <MetroVancouver_Media@metrovancouver.org>
Sent: Wednesday, March 12, 2025 1:08 PM
To: Sarah Faucher
Subject: Media Release - Apply Now for Regional Cultural Grants up to $10,000

metrovancouver SERVICES AND SOLUTIONS FOR A LIVABLE REGION MEDIA RELEASE

March 12, 2025

Apply Now for Regional Cultural Grants up to $10,000

Metro Vancouver's 2025 regional cultural grant application intake for local arts and cultural organizations is now open.

Funding up to $10,000 per project is available to help organizations deliver arts and culture projects within the region.

"We're pleased to continue our support for the creative community whose work brings so much life, joy, and value to our region," said Mike Hurley, Chair of the Metro Vancouver Board of Directors. "Since 1988, this program has helped cultural organizations grow and showcase their talents beyond their home municipalities, enhancing tourism and job creation."

The grants support programs delivered throughout region, and in many cases allow organizations to expand their arts and culture programs to reach audiences outside their home municipality.

The grants provide support for expenses related to project creation, production, dissemination, audience development, research, project staff, and administrative capacity building.

Completed applications must be received **by 4:00 pm on Monday, April 28, 2025.**

The application form, eligibility and selection criteria, and information about an online information session can be found at metrovancouver.org/cultural-grants.

Media contact:
Metro Vancouver Media Relations

Metro Vancouver is a diverse organization that plans for and delivers regional utility services, including water, sewers and wastewater treatment, and solid waste management. It also regulates air quality, plans for urban growth, manages a regional parks system, provides affordable housing, and serves as a regional federation. The organization is a federation of 21 municipalities, one electoral area, and one treaty First Nation located in the region of the same name. The organization is governed by a Board of Directors of elected officials from each member jurisdiction.

Sarah Faucher

From: Metro Vancouver <CulturalGrants@metrovancouver.org>
Sent: Tuesday, April 22, 2025 9:32 AM
To: Sarah Faucher
Subject: Final Week to Apply for a Metro Vancouver 2025 Regional Cultural Project Grant

Final Week to Apply!

Deadline Monday, April 28 at 4:00 pm

Metro Vancouver is now accepting applications for the annual regional cultural project grants.

Funding is available to help arts and culture organizations deliver their projects throughout the region. The grants provide support for expenses related to project creation, production, dissemination, audience development, research, project staff, and administrative capacity building. A maximum of $10,000 will be awarded per project.

Completed applications must be received by 4:00 pm on Monday, April 28, 2025.

The application form, eligibility and selection criteria, and information about an online information session can be found on the Regional Cultural Project Grants webpage.

Questions may be emailed to the program coordinator, Sarah Faucher, at culturalgrants@metrovancouver.org or by calling 604-456-8828.

Metro Vancouver is a diverse organization that plans for and delivers regional utility services, including water, sewers and wastewater treatment, and solid waste management. It also regulates air quality, plans for urban growth, manages a regional parks system, provides affordable housing, and serves as a regional federation. The organization is a federation of 21 municipalities, one electoral area, and one treaty First Nation located in the region of the same name. The organization is governed by a Board of Directors of elected officials from each member jurisdiction.

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SCORE SHEET FOR ELIGIBLE APPLICATIONS
2025 Regional Cultural Project Grants

Organization	**Project Title**

Regional Impact (20%) • Significance of the project in serving and attracting audiences from across the Metro Vancouver region • Significance of the project in its unique offering to the region's arts and culture **Comments:**	***/ 20***
Merit (50%) • Merit of the project, based on past excellence and proven ability of the applicant • Clearly communicated project goals and relevance to arts and culture in the region • Demonstrated support of project (i.e. partnerships, collaborations, sponsorships or in-kind support, staff and volunteers, etc.) • Marketing, promotion and/or outreach plan to encourage regional participation, awareness and engagement • Project delivery with resilience to reasonably adjust as necessary **Comments:**	***/50***
Budget Plan (30%) • Clear and concise budget plan for reasonable use of grant funding • Other sources of realistic funding support identified and/or in place • Requested funds are specific to the proposed project, and are not intended for ongoing operational/general funding **Comments:**	***/30***
General Comments:	**TOTAL SCORE** **/ 100**

73265806

Photo: Arts Umbrella, EcoTheatre 2022 Project

2025 Regional Cultural Project Grants

OVERVIEW OF THE ADJUDICATION PROCESS

Lucy Duso
Division Manager, Collaboration and Engagement

Sarah Faucher
External Outreach Coordinator

Regional Culture Committee, June 12, 2025
73407353

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1

REGIONAL CULTURAL PROJECT GRANTS

What does the program support?

- Assists arts and culture non-profit societies
- $10,000 max per project
- $300,000 total program budget approved for 2025
- Grants distributed in August

2

REVIEW PROCESS

Regional Cultural Project Grant Applications

May 2025 – Confirm eligibility

- Application deadline: 4:00 pm on April 28
- Staff to screen submissions for eligibility

June 2025 – Thorough review

- In depth review of eligible proposals
- Staff to generate proposed distribution for consideration

July 2025 – Committee & Board decisions

- Finance Committee: July 10
- MVRD Board: July 25

August 2025 – Announce & distribute

- Notify all applicants
- Announce grant recipients
- Distribute funds

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APPLICATION REVIEW

How are submissions scored?

✓ Received by 4:00 pm April 28, 2025

✓ Complete & eligible

- Regional Impact (20%)
- Merit (50%)
- Budget Plan (30%)

BC Highland Games Festival, Coquitlam's Town Centre Park (2021)

African Friendship Society (2022 Project)

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APPLICATION REVIEW

Eligibility and considerations

- On time and complete
- Registered arts and culture non-profit
- Delivery to start after September
- Project funds (not operating)
- Visible support and funding
- Previous project reporting
- Stability and resilience

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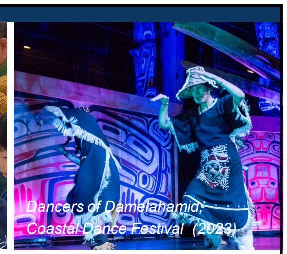
APPLICATION REVIEW

Considerations when comparing proposals

- ✓ Uniqueness
- ✓ Timing
- ✓ Capability
- ✓ Realistic
- ✓ Stability
- ✓ Resilience
- ✓ Relevance
- ✓ History
- ✓ Audience
- ✓ Reconciliation
- ✓ Diversity
- ✓ Equity
- ✓ Inclusivity
- ✓ Reach

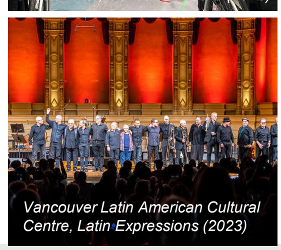
Place des Arts, Family Day (2024)



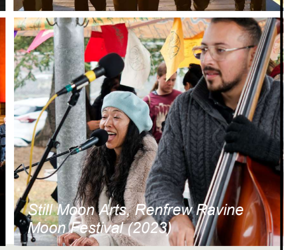
Dancers of Damelahamid, Coastal Dance Festival (2023)

Health Arts, Concerts in Care (2023)

DreamRider, Planet Protector (2019)



Vancouver Latin American Cultural Centre, Latin Expressions (2023)



Still Moon Arts, Renfrew Ravine Moon Festival (2023)

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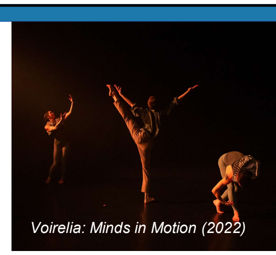
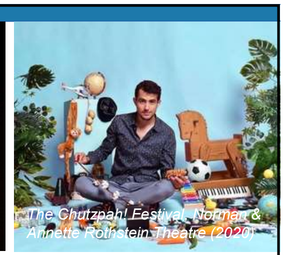
2025 CRITERIA

Improvements to this year's intake

- Clearly stated budget thresholds
  - 30% max share of project budget
  - At least two other sources of revenue, one confirmed
- Annual budget > $75K, paid staff
- Letter of support required
- Streamlined application components


Voirelia: Minds in Motion (2022)


The Chutzpah! Festival, Norman & Annette Rothstein Theatre (2020)


Italian Cultural Centre, Fire Exhibit (2024)


Vancouver Iranian Choir (2022)

Mabuhay House Society, Pinoy Festival (2024)


ScotFest (2024)

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GENRE CATEGORIES

- Dance
- Festivals and Events
- Multimedia
- Music
- Theatre
- Visual Arts


DanceHouse, Svaha (2022)


Surrey City Orchestra Society, Nutcracker Ballet (2022)


Nikkei National Museum and Cultural Centre, Taiken (2021)


Vancouver Metropolitan Orchestra (2021)


Mitch & Murray Theatre, Instantaneously Blue (2022)


Vancouver Art Gallery, Denyse Thomasos Exhibit (2023)

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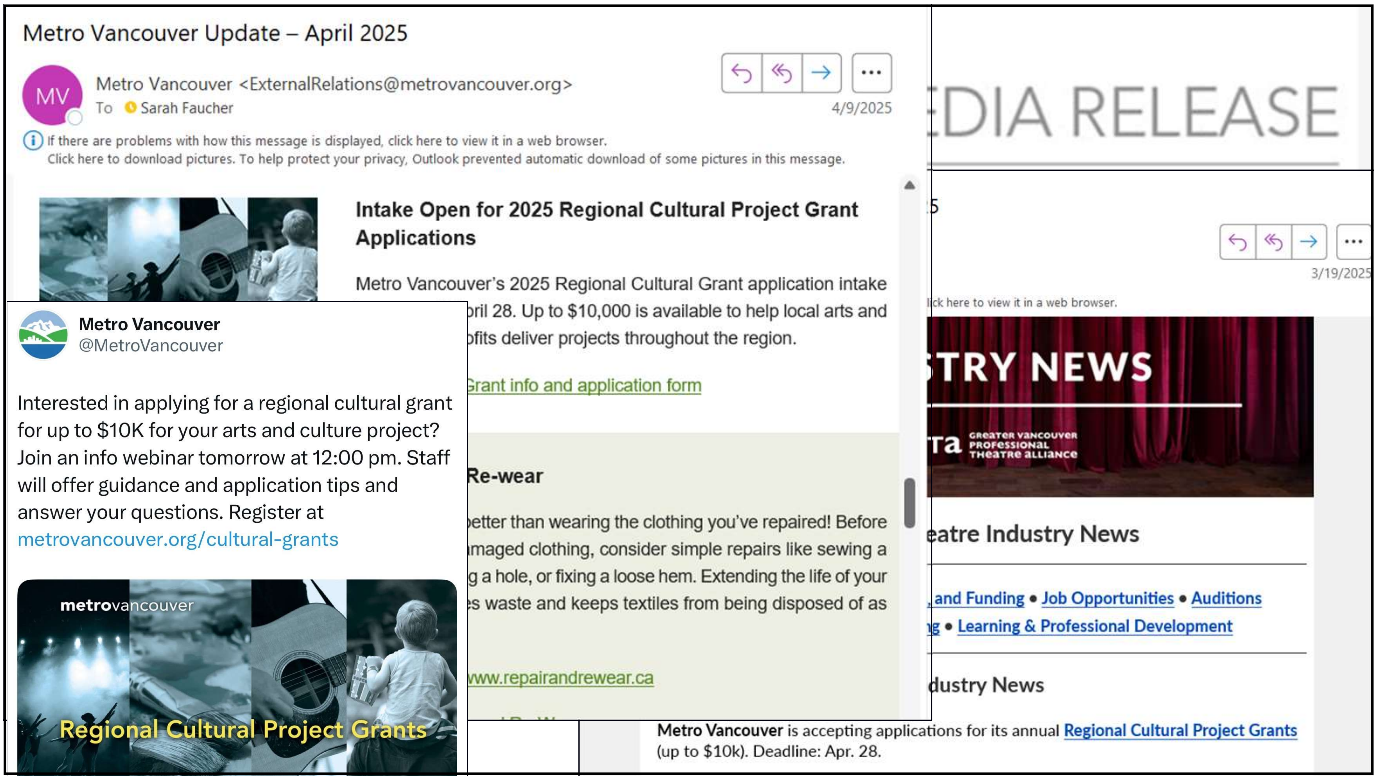
Metro Vancouver Update – April 2025
MV
Metro Vancouver <ExternalRelations@metrovancouver.org>
To Sarah Faucher
4/9/2025
If there are problems with how this message is displayed, click here to view it in a web browser.
Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.
Intake Open for 2025 Regional Cultural Project Grant Applications
Metro Vancouver's 2025 Regional Cultural Grant application intake
pril 28. Up to $10,000 is available to help local arts and
ofits deliver projects throughout the region.
Grant info and application form
Re-wear
better than wearing the clothing you've repaired! Before
maged clothing, consider simple repairs like sewing a
g a hole, or fixing a loose hem. Extending the life of your
s waste and keeps textiles from being disposed of as
www.repairandrewear.ca
Metro Vancouver
@MetroVancouver
Interested in applying for a regional cultural grant for up to $10K for your arts and culture project? Join an info webinar tomorrow at 12:00 pm. Staff will offer guidance and application tips and answer your questions. Register at metrovancouver.org/cultural-grants
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Regional Cultural Project Grants
EDIA RELEASE
3/19/2025
ck here to view it in a web browser.
TRY NEWS
Greater Vancouver Professional Theatre Alliance
eatre Industry News
and Funding • Job Opportunities • Auditions
g • Learning & Professional Development
dustry News
Metro Vancouver is accepting applications for its annual Regional Cultural Project Grants (up to $10k). Deadline: Apr. 28.

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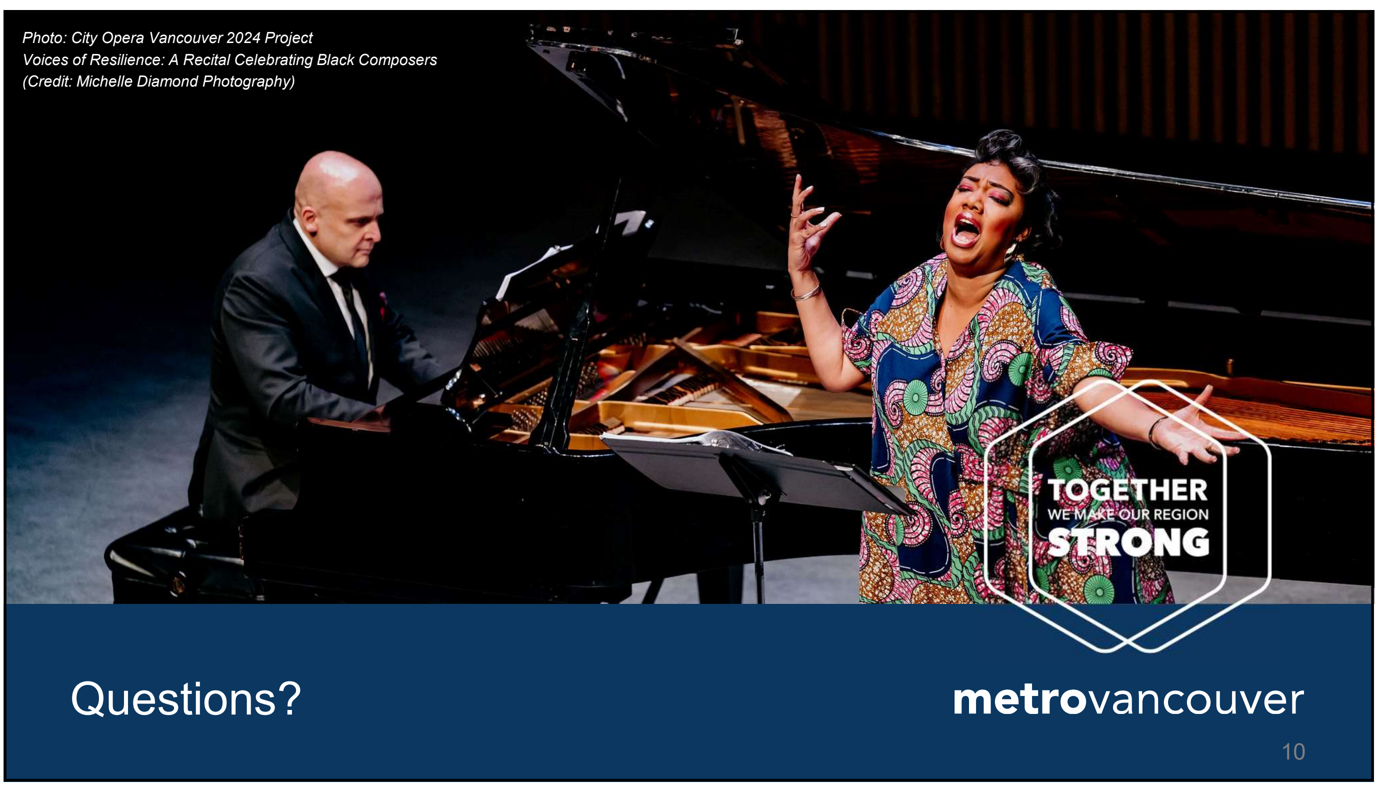
Photo: City Opera Vancouver 2024 Project
Voices of Resilience: A Recital Celebrating Black Composers
(Credit: Michelle Diamond Photography)
TOGETHER
WE MAKE OUR REGION
STRONG
Questions?
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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Finance Committee

From: Harji Varn, Chief Financial Officer / General Manager, Financial Services

Date: April 22, 2025 Meeting Date: June 12, 2025

Subject: **Greater Vancouver Water District DCC Reserve Fund Bylaw No. 265, 2025**

RECOMMENDATION

That the GVWD Board:

a) give first, second, and third reading to the *Greater Vancouver Water District Development Cost Charge Reserve Fund Bylaw No. 265, 2025;* and
b) adopt the *Greater Vancouver Water District Development Cost Charge Reserve Fund Bylaw No. 265, 2025.*

EXECUTIVE SUMMARY

Section 566(1) of the Local Government Act (LGA) requires that development cost charges (DCC) paid to a local government be held in a separate special DCC reserve fund established for that purpose, and that DCC monies be used only for the purpose for which they were charged. Accordingly, staff recommend adoption of the proposed *Greater Vancouver Water District Development Cost Charge Reserve Fund Bylaw No. 265, 2025* in Attachment I, which would create the required statutory DCC reserve fund for water DCC monies received.

PURPOSE

This report seeks approval from the GVWD Board to enact a bylaw that would establish a DCC reserve fund for water DCCs received pursuant to *Greater Vancouver Water District Development Cost Charge Bylaw No. 257, 2022*, require that reserve fund monies only be used for the purpose for which they were collected, and require Board approval for any expenditure of such DCC reserve fund monies.

BACKGROUND

The 2022–2026 Board Strategic Plan for Water Services outlines “optimize revenue and cost efficiency and explore other revenue opportunities related to the utility including the evolution of development cost charges” as a priority action. This derives from the principal that “growth should pay for growth”.

During the April 2023 Board Budget workshop, pursuant to the results of the Financial Planning Task Force, the Board endorsed and directed staff to prepare the 2024-2028 Financial Plan to create a park land acquisition DCC and along with the existing water and liquid waste DCC, move to a 1% assist factor. Further to that, the GVWD Board approved the *Greater Vancouver Water District Development Cost Charge Amendment Bylaw No. 260, 2023* on March 22, 2024. The water DCCs will reach a 1% assist factor by January 2027, similar to the counterpart liquid waste and park land acquisition DCCs.

Section 566(1) of the LGA requires that the proceeds of DCCs be held in a separate DCC reserve fund and that monies may only be used for the purpose for which they were collected.. Accordingly, staff recommend the GVWD Board enact the *Greater Vancouver Water District Development Cost Charge Reserve Fund Bylaw No. 265, 2025,* as set out in Attachment I, which would create the required statutory DCC reserve fund for water DCC monies received.

The LGA subsections 566(2) and (3) require that any expenditure of funds from a DCC reserve fund be authorized by bylaw. Further, reserve fund monies received as a result of charges under the *Greater Vancouver Water District Development Cost Charge Bylaw No. 257, 2022*, together with interest on those monies, may be used only for the following purposes:

(a) to pay the capital costs of projects related to the purpose for which the development cost charge was imposed;
(b) to pay principal and interest on a debt incurred by the GVWD as a result of an expenditure under paragraph (a).

Staff plan to bring to the GVWD Board's June 27, 2025 meeting a subsequent bylaw to approve expenditures from the water DCC reserve fund. An expenditure bylaw will be brought to the GVWD Board for approval annually.

ALTERNATIVES

1. That the GVWD Board:
   a) give first, second, and third reading to the *Greater Vancouver Water District Development Cost Charge Reserve Fund Bylaw No. 265, 2025*; and
   b) adopt *Greater Vancouver Water District Development Cost Charge Reserve Fund Bylaw No. 265, 2025*.

2. That the GVWD Board receive for information the report dated April 22, 2025, titled "Greater Vancouver Water District DCC Reserve Fund Bylaw No. 265, 2025" and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

If the GVWD Board approves Alternative 1, *Greater Vancouver Water District Development Cost Charge Reserve Fund Bylaw No. 265, 2025* would create a statutory DCC reserve fund for water DCC monies received, as required by the LGA. The bylaw establishes a reserve fund and requires that any expenditures from the fund be Board approved. As described above, each year the GVWD is also required by the LGA to prepare and consider a report detailing the amount of DCCs received, interest earned, funding of growth capital projects, and the provision of any waivers or reductions.

CONCLUSION

In accordance with the requirements of the LGA, the proposed *Greater Vancouver Water District DCC Reserve Fund Bylaw No. 265, 2025* would establish a new statutory DCC reserve fund to receive and hold GVWD DCCs, require that DCC monies only be used for the purpose for which they were collected, and require Board approval of any authorized expenditures from the reserve fund.

Staff recommend the Board approve the *Greater Vancouver Water District DCC Reserve Fund Bylaw No. 265, 2025*.

ATTACHMENTS

1. Greater Vancouver Water District Development Cost Charge Reserve Fund Bylaw No. 265, 2025.

75837089

GREATER VANCOUVER WATER DISTRICT
BYLAW NO. 265, 2025
A bylaw to establish a reserve fund for development cost charge monies received

WHEREAS:

A. The Board of the Greater Vancouver Water District (the "Board") may, by bylaw, impose development cost charges upon the terms and conditions set out in the *Local Government Act*, R.S.B.C. 2015, c. 1, as amended (the "Act");

B. The Board enacted Greater Vancouver Water District Development Cost Charge Bylaw No. 257, 2022 ("GVWD Bylaw No. 257, 2022") on April 28, 2023;

C. section 566 of the Act requires that amounts received by the Greater Vancouver Water District pursuant to a development cost charge bylaw must be deposited in a separate special development cost charge reserve fund; and

D. section 566 of the Act requires that payments of money from the separate special development cost charge reserve fund must be authorized by bylaw.

NOW THEREFORE the Board of the Greater Vancouver Water District enacts as follows:

Citation

1. The official citation of this bylaw is "Greater Vancouver Water District Development Cost Charge Reserve Fund Bylaw No. 265, 2025".

Establishment of a separate special development cost charge reserve fund

2. The Greater Vancouver Water District (the "District") hereby establishes a separate special development cost charge reserve fund (the "GVWD DCC Reserve Fund") pursuant to GVWD Bylaw No. 257, 2022 and Section 566 of the Act. Interest earned from time to time on the monies held in the GVWD DCC Reserve Fund shall remain in the GVWD DCC Reserve Fund and shall accrue to the GVWD DCC Reserve Fund.

3. All development cost charge monies received by the District under GVWD Bylaw No. 257, 2022 must be deposited in the GVWD DCC Reserve Fund.

4. No monies may be paid from the GVWD DCC Reserve Fund unless a bylaw authorizing such payments has been adopted by the Board.

5. Monies may only be paid out of the GVWD DCC Reserve Fund in respect of capital costs incurred to provide, construct, alter or expand water facilities to service development within the area of the District, or in respect of principal and interest on a debt incurred by the District as a result of an expenditure for the capital costs of providing, construction, altering or expanding water facilities to service development within the area of the District.

Read a first, second, and third time this ______ day of ________________, _______.

Adopted this _____ day of ______________, _______.

Mike Hurley, Chair

Dorothy Shermer, Corporate Officer

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Finance Committee

From: Harji Varn, Chief Financial Officer / General Manager, Financial Services

Date: April 22, 2025 Meeting Date: June 12, 2025

Subject: **Metro Vancouver Regional District DCC Reserve Fund Bylaw No. 1419, 2025**

RECOMMENDATION

That the MVRD Board:

a) give first, second, and third reading to the *Metro Vancouver Regional District Development Cost Charge Reserve Fund Bylaw No. 1419, 2025;* and
b) adopt the *Metro Vancouver Regional District Development Cost Charge Reserve Fund Bylaw No. 1419, 2025.*

EXECUTIVE SUMMARY

Section 566(1) of the *Local Government Act* (LGA) requires that development cost charges (DCC) paid to a local government be held in a separate special DCC reserve fund established for that purpose, and that DCC monies be used only for the purpose for which they were charged. Accordingly, staff recommend adoption of the proposed *Metro Vancouver Regional District Development Cost Charge Reserve Fund Bylaw No. 1419, 2025* in Attachment I, which would create the required statutory DCC reserve fund for park land acquisition DCC monies received

PURPOSE

This report seeks approval from the MVRD Board to enact a bylaw that would establish a DCC reserve fund for park land acquisition DCCs received pursuant to *Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023*, require that reserve fund monies only be used for the purpose for which they were collected, and require Board approval for any expenditure of such DCC reserve fund monies.

BACKGROUND

The 2022–2026 Board Strategic Plan for Water Services outlines “update existing financial tools and investigate additional financial mechanisms to support service provision, land acquisition, and operations and maintenance of park land including development cost charges, grant opportunities, and philanthropic endeavours” as a priority action. This derives from the principal that “growth should pay for growth”.

During the April 2023 Board Budget workshop, pursuant to the results of the Financial Planning Task Force, the Board endorsed and directed staff to prepare the 2024-2028 Financial Plan to create a park land acquisition DCC and along with the existing water and liquid waste DCC, move to a 1% assist factor. Further to that, the MVRD Board approved the *Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023* on March 22, 2024. The park land acquisition DCCs will reach a 1% assist factor by January 2027, similar to the counterpart liquid waste and water DCCs.

Section 566(1) of the LGA requires that the proceeds of DCCs be held in a separate DCC reserve fund and that monies may only be used for the purpose for which they were collected. Accordingly, staff recommend the MVRD Board enact the *Metro Vancouver Regional District Development Cost Charge Reserve Fund Bylaw No. 1419*, as set out in Attachment I, which would create the required statutory DCC reserve fund for park land acquisition DCC monies received.

The LGA subsections 566(2) and (3) require that any expenditure of funds from a DCC reserve fund be authorized by bylaw. Further, reserve fund monies received as a result of charges under the *Metro Vancouver Reginal District Development Cost Charge Bylaw No. 1369, 2023* together with interest on those monies, may be used only for the following purposes:

(a) to pay the capital costs of projects related to the purpose for which the development cost charge was imposed;

Staff plan to bring a subsequent park land acquisition expenditure bylaw to approve expenditures from the park land acquisition DCC reserve fund to the MVRD Board beginning in 2026. An expenditure bylaw will be brought to the MVRD Board for approval annually.

It is proposed that the *Metro Vancouver Regional District Development Cost Charge Reserve Fund Bylaw No. 1419, 2025* come into force on the date of final adoption of the Bylaw.

ALTERNATIVES

1. That the MVRD Board:
    a) give first, second, and third reading to the *Metro Vancouver Regional District Development Cost Charge Reserve Fund Bylaw No. 1419, 2025;* and
    b) adopt *Metro Vancouver Regional District Development Cost Charge Reserve Fund Bylaw No. 1419, 2025*.

2. That the MVRD Board receive for information the report dated April 22, 2025, titled “Metro Vancouver Regional District DCC Reserve Funding Bylaw No. 1419, 2025” and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

If the MVRD Board approves Alternative 1, *Metro Vancouver Regional District Development Cost Charge Reserve Fund Bylaw No. 1419, 2025* would create a statutory DCC reserve fund for park land acquisition DCC monies received, as required by the LGA. The bylaw establishes a reserve fund and requires that any expenditures from the fund be Board approved. As described above, each year the MVRD is also required by the LGA to prepare and consider a report detailing the amount of DCCs received, interest earned, funding of growth capital projects, and the provision of any waivers or reductions.

CONCLUSION

In accordance with the requirements of the LGA, the proposed bylaw *Metro Vancouver Regional District DCC Reserve Fund Bylaw No. 1419, 2025* would establish a new statutory reserve fund to receive and hold MVRD DCCs, require that DCC monies only be used for the purposes for which they were collected, and require Board approval of any authorized expenditures from the reserve fund.

Staff recommend the Board approve the *Metro Vancouver Regional District DCC Reserve Funding Bylaw No. 1419, 2025*.

ATTACHMENTS

1. MVRD Development Cost Charge Reserve Fund Bylaw No. 1419, 2025.

75823586

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1419, 2025
A bylaw to establish a reserve fund for development cost charge monies received

WHEREAS:

A. The Board of the Metro Vancouver Regional District (the "Board") may, by bylaw, impose development cost charges upon the terms and conditions set out in the *Local Government Act*, R.S.B.C. 2015, c. 1, as amended (the "Act");

B. The Board enacted Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023 ("MVRD Bylaw No. 1369, 2023") on March 22, 2024;

C. section 566 of the Act requires that amounts received by the Metro Vancouver Regional District pursuant to a development cost charge bylaw must be deposited in a separate special development cost charge reserve fund; and

D. section 566 of the Act requires that payments of money from the separate special development cost charge reserve fund must be authorized by bylaw.

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

1. The official citation of this bylaw is "Metro Vancouver Regional District Development Cost Charge Reserve Fund Bylaw No. 1419, 2025".

Establishment of a separate special development cost charge reserve fund

2. The Metro Vancouver Regional District ("MVRD") hereby establishes a separate special development cost charge reserve fund (the "MVRD DCC Reserve Fund") pursuant to MVRD Bylaw No. 1369, 2023 and section 566 of the *Local Government Act*. Interest earned from time to time on the monies held in the MVRD DCC Reserve Fund shall remain in the MVRD DCC Reserve Fund and shall accrue to the MVRD DCC Reserve Fund.

3. All development cost charge monies received by MVRD under MVRD Bylaw No. 1369, 2023 must be deposited in the MVRD DCC Reserve Fund.

4. No monies may be paid from the MVRD DCC Reserve Fund unless a bylaw authorizing such payments has been adopted by the Board.

5. Monies may only be paid out of the MVRD DCC Reserve Fund in respect of capital costs incurred to provide regional park land to service development within the area of the MVRD, or in respect of principal and interest on a debt incurred by MVRD as a result of an expenditure for the capital costs of providing regional park land to service development within the area of the MVRD.

Read a first, second, and third time this ______ day of ________________, _______.

Adopted this _____ day of ______________, _______.

____

Mike Hurley, Chair

____

Dorothy Shermer, Corporate Officer

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Finance Committee

From: Laurel Cowan, Division Manager, Regional Land Use Policy and Planning
Regional Planning and Housing Services

Date: May 23, 2025 Meeting Date: June 12, 2025

Subject: **Best Practice Review & Proposed Updates for Development Cost Charge Categories**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 23, 2025, titled "Best Practice Review & Proposed Updates for Development Cost Charge Categories."

EXECUTIVE SUMMARY

Metro Vancouver is undertaking a review of its development cost charge (DCC) program through a series of coordinated projects. One of the first projects involves a policy best practice review and analysis of DCC categories and definitions. The intent of this project is to respond to provincial housing legislation and industry feedback, better reflect evolving development trends, and more equitably match the regional infrastructure impact associated with different land uses. This report summarizes preliminary recommendations for Committee and Board review, including:

- Adjusting residential categories and definitions to better accommodate new forms of small-scale multi-unit housing and reflect average household size;
- Introducing sub-categories for non-residential uses (e.g., industrial, commercial, institutional, agricultural development) to ensure rates more accurately reflect the infrastructure demand associated with different forms of development; and
- Not proceeding with a separate category for rental residential or area-specific rates related to regional growth areas (e.g., close proximity to transit) given the lack of a strong connection to regional infrastructure demand.

The next step will involve targeted engagement with industry stakeholders, with final recommendations brought for Committee and Board approval in Fall of 2025. Pending approval, revised DCC categories will be incorporated into the broader 2027 DCC Program Update, along with the latest population projections and capital program updates, to inform new rate structures that will take effect from 2028 onward.

PURPOSE

To inform the MVRD Board about work completed to date and proposed updates to development cost charge (DCC) categories that will inform the 2027 DCC Program update.

BACKGROUND

In January 2025, the Finance Committee and MVRD Board endorsed a scope of work for five related projects to review and update the Metro Vancouver Development Cost Charge (DCC) program and in February 2025, the Finance Committee and MVRD Board endorsed a more detailed scope of work for Project 2 – to conduct a policy review of best practices and update DCC categories and definitions (Reference 1). Reviewing and updating DCC categories and definitions will help to respond to recent changes in provincial housing legislation and better reflect current and evolving development trends. This work will also ensure that DCC rates are distributed among different land uses and forms of development in a way that equitably reflects their impact on regional infrastructure. This report outlines analysis completed to date along with initial recommendations for Committee and Board review.

DCC CATEGORY BEST PRACTICE REVIEW AND ANALYSIS

Metro Vancouver retained a consultant (Watson & Associates Economists Ltd.) to support a best practice review and policy analysis of potential options and approaches for DCC categories (Attachment 1). The review included an assessment of the policy and legislative framework in BC including the newly updated *Provincial Development Cost Charge Best Practices Guide* (Reference 2), a detailed survey of all Metro Vancouver member jurisdictions and TransLink DCC bylaws, and consultant expertise of DCC approaches used by municipalities across Canada. A summary of how regional DCCs are calculated is also provided in Attachment 2 for reference.

Key Topics

The review focused on the following topics:

- **Residential allocation method:** The *Provincial DCC Best Practices Guide* outlines two key options for allocating residential DCCs: per lot/per unit or by floor area. The review explored the pros and cons of each method at the regional level.
- **Small-scale multi-unit housing:** To respond to recent provincial housing legislation (Bill 44) that permits up to 4-6 units per single detached lot, the review explored approaches to best accommodate this additional density and evolving forms of small-scale multi-unit housing.
- **Non-residential categories:** Metro Vancouver currently only has one non-residential DCC rate that may not equitably capture the demand for infrastructure related to different land uses. The review explored how sub-categories could help to address this.
- **Rental residential category:** The review explored whether the DCC program could use a separate category to better support the delivery of purpose-built rental housing.
- **Area-specific charges for growth areas:** The review explored whether the DCC program could further integrate the objectives of *Metro 2050* by using geographic-based DCC rates (beyond existing sewerage areas) to encourage growth in key growth areas as outlined in the regional growth strategy (e.g., urban centres and corridors within 1 km of major transit).

Key Criteria

Options for each of the key topics were evaluated against the following key criteria:

- **Implementation:** Is this a feasible option for Metro Vancouver based on data availability at the regional level?
- **Administration:** Is the option easy to interpret and administer for Metro Vancouver and member jurisdictions?

- **Link to Infrastructure Demand:** Does the option provide a rational connection between projected growth and the demand for regional infrastructure?
- **Alignment with *Metro 2050*:** Could the option encourage or discourage certain types of development that support *Metro 2050* objectives? (e.g., creating compact communities, providing a diverse range of housing options, supporting industrial and agricultural lands)?
- **Alignment with Member Jurisdictions and TransLink:** How does this align with approaches used by member jurisdictions across the region (and TransLink)?

PRELIMINARY RECOMMENDATIONS

The following table highlights preliminary recommendations for each of the key topics explored. Additional information is provided below with further details on the range of options that were assessed in the complete report in Attachment 1.

Table 1: Summary of Proposed Recommendations for Key Topic Areas

Topic Area	Current	Proposed
Residential Allocation Method	Per Lot / Per Unit	Per Lot / Per Unit
Small-scale Multi-unit Housing	Laneway included in Single Detached	Separate charge for Laneway in Single Detached (e.g., treat the same for all lots)
	Full lot (RLDU) or Townhouse rates for Multiplexes	Townhouse or Apartment rates for Multiplexes
	No definitions for Multiplexes	Add definitions for Multiplexes
Non-Residential Rates	General non-residential definition and rate category	Separate definitions and rate categories for Industrial, Commercial, Institutional, Agricultural Development
Waivers/Bylaws for projects designed to result in a low environmental impact	Agricultural Development	Consider keeping for Agricultural Development Consider expanding for other uses (e.g., Institutional)
Rental Residential (Market)	No separate rate category for market rental	No change
Area-Specific Charges for Growth Areas	Rates are not defined by *Metro 2050* growth areas (e.g., proximity to transit)	No change

Additional information on the proposed updates is provided below. Recommendations are based on the best practice review, evaluation criteria, and additional analysis and regional data (such as average household size). Given the complexities, local nuances, and variety of development types and trends, there will inherently be some simplification of complex topics, and the need to use average data in a regional DCC program. There is no perfect system, but the proposed updates are intended to better respond to current trends and more equitably reflect the regional infrastructure impact of various types and forms of development. The DCC program will continue to be updated over time to respond to the latest data, trends, and best practices.

Residential Allocation Method

Background: The *Provincial DCC Best Practices Guide* outlines two key options for allocating residential DCCs: a ‘per lot/per unit’ approach or a ‘floor area’ approach. Metro Vancouver, along with the majority of member jurisdictions across the region, use the per lot/per unit method.

Each method has its own benefits but also presents trade-offs and challenges. Charging by floor area means that DCC fees scale with the size of residential development—for example, a 1,200 square foot home would pay more than a 500 square foot home. This approach can appear more equitable and may incentivize the development of more compact and affordable housing. However, it can also discourage the construction of larger, family-oriented homes, which remain a critical need in the region. In contrast, the per unit method applies standardized charges based on residential type (e.g., single-detached, townhouse, apartment) and the average household sizes of these different types of housing. This approach simplifies administration, ensures predictability, and aligns more directly with regional infrastructure impact (which is directly tied to average household size). It also offers greater clarity for both staff and applicants.

The report notes that while floor area could serve as a proxy for average household size, further analysis would be required to evaluate its accuracy at the regional level. For example, it is not guaranteed that a larger residential unit would have more people living in it, and therefore, more demand on regional infrastructure. To explore this option, Metro Vancouver could project forward historical property assessment data, although differences in definitions between BC Assessment and census data may pose analytical challenges. Implementing a floor area–based approach would represent a significant shift in regional methodology. Although not impossible, it would not be feasible within the timeline for the 2027 DCC Bylaw update but could be explored for future updates if desired.

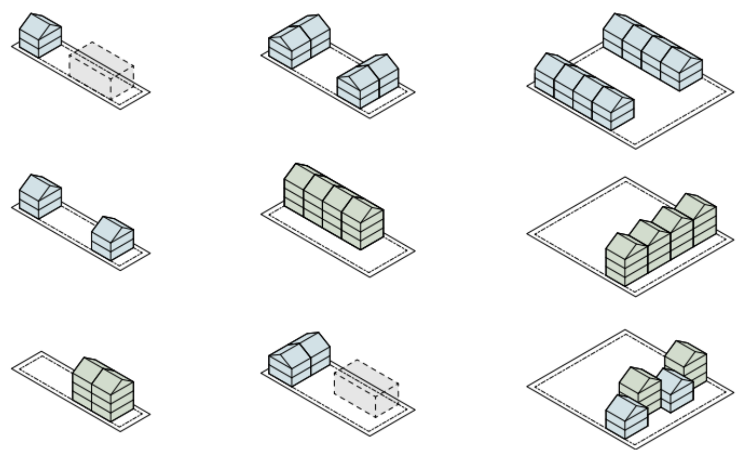
Recommendation: Given its compatibility with existing regional data, alignment with most member jurisdictions and TransLink, and consistency with best practices, it is recommended that the per lot/per unit approach be maintained.

Small-Scale Multi-Unit Housing

Background: Metro Vancouver’s DCC Bylaws currently define a number of residential uses and assign each to one of three residential rate categories:

- Residential Lot Development Unit (RLDU rate)
- Townhouse Dwelling Unit (Townhouse rate)
- Apartment Dwelling Unit (Apartment rate)

Figure 1: Forms of Small-Scale Multi-Unit Housing from the Province of BC *Standardized Housing Designs Catalogue* (Reference 4)



Given the evolving nature of housing development in the region, it is timely to revisit these residential definitions and rate categories. With the implementation of recent provincial housing legislation that permits up to 4-6 units per single detached lot, significant additional density could be added to single detached areas across the region which will impact regional infrastructure. There is also a growing variety of housing forms and designs as well as evolving data and trends related to average household size.

However, as these changes are still relatively new, local governments are still integrating into zoning and policy and there is not yet sufficient data to understand the uptake of different multiplex forms. Therefore, it is not recommended to create distinct multiplex categories at this time but rather provide greater flexibility within existing rate categories to better accommodate a wide variety of development scenarios.

<u>Key Challenges:</u> Current definitions do not adequately account for the range of small-scale multi-unit housing forms that are becoming more common in the region (Figure 1). For example:

- Definitions do not appropriately capture duplexes, triplexes, or multiplexes which can result in different charges for different housing forms with similar number of units.
- Secondary suites and laneway homes are currently only defined within single detached development. This lack of clarity is complex for administration and results in additional charges when accessory suites are integrated with duplexes, triplexes, or multiplexes.
- Multiplex units (4+) are currently charged per unit at the ‘Townhouse’ rate. However, as these units tend to be smaller in size, the lower ‘Apartment’ rate would better reflect average household size.
- The ‘RLDU’ rate for the single detached definition does not fully account for the larger average household size that is achievable with the two accessory units that are currently permitted (secondary suite and laneway house). This does not equitably capture potential demand on regional infrastructure and as a result, places a higher burden on other residential categories such as duplexes, triplexes, multiplexes, townhouses and apartments.

As a result of these challenges, the regional DCC framework may inadvertently discourage certain forms of small-scale multi-unit housing and/or result in less effective designs and/or illegal suites in an effort to avoid fees, which can lead to safety issues as well as impacts to livability and quality urban design. *Metro 2050*, the regional growth strategy, aims to support complete communities with a wide range of livable homes. As such, the regional DCC framework should ensure that definitions and rate categories are as equitable as possible and adequately address a wide range of development scenarios.

<u>Recommendations:</u>

1. Definitions should be revised to ensure they clearly address foreseeable development scenarios and equitably allocate rates based on average household size. This includes creating definitions for duplexes, triplexes, and multiplexes, clarifying how secondary suites and laneway homes can be accommodated in various forms of development, and updating all definitions to ensure they are clear and aligned.

2. Apply the 'Townhouse' rate to duplexes and the 'Apartment' rate to triplexes, multiplexes, and laneway units to better match these housing types with anticipated average household sizes and impact on regional infrastructure. For example, duplexes, where each unit is a primary residence, these units are generally larger in size, and have a larger average household size than a multiplex unit or laneway suite.

3. Remove the laneway home as an included accessory unit in the single detached definition. While it is standard practice to permit a secondary suite within a single detached development, the addition of laneway homes has an impact on regional infrastructure and should therefore be reflected in the rate structure. The current process treats laneway homes differently if they are added to a single detached home versus a duplex or multiplex. The proposed approach is to treat a laneway home the same regardless of whatever else exists on the lot and charge the lowest 'Apartment' rate (per unit) for laneway homes. This would also allow for more design possibilities, such as laneway homes with multiple units, which is not possible under the existing structure. While this would result in a charge to add a laneway home to single detached developments, it would make the process more equitable compared to other small-scale housing forms and better reflect the impact of additional density on regional infrastructure.

   <u>Alternative:</u> Continue to permit one laneway home within the single detached definition and increase the 'RLDU' rate accordingly (based on the average household size of the achievable density):
   - Pros:
     - No charge for *existing* single detached developments to add a laneway house. This would be positive for applicants, helping to encourage this form of gentle density.
   - Cons:
     - Does not fully capture the impacts of additional density on existing Single detached lots on regional infrastructure.
     - A higher 'RLDU' rate would increase costs for *new* single detached lots (e.g., new subdivisions or greenfield development).

The effects of these changes would result in more equitable charges for developments with similar numbers of units and similar household size (Table 2):

Table 2: Current Residential DCC Framework vs. Recommendations

Type of Development	Current System		Recommendations		Proportional Impact to Rates
	Total Units	DCC Rate Category	Total Units	DCC Rate Category*	
Single detached with a secondary suite	2	1x RLDU	2	1x RLDU	No change
Addition of a laneway home to a Single detached lot	1	Included in RLDU	1+	1x Apartment Rate / unit	Increase
Addition of a laneway home to a Duplex, Triplex, or Multiplex	1+	1x RLDU / unit	1+	1x Apartment rate / unit	Decrease
Duplex (2 primary residences)	2	2x RLDU	2	2x Townhouse Rate	Decrease
Triplex	3	3x RLDU	3	3x Apartment rate	Decrease
Multiplex (4+ units)	4+	Townhouse rate / unit	4+	Apartment rate / unit	Decrease
Townhouse (each unit a primary residence)	Per unit	Townhouse rate / unit	Per unit	Townhouse rate / unit	No change
Apartment	Per unit	Apartment rate / unit	Per unit	Apartment rate / unit	No change

*** It is also important to note that DCC's are only charged on additional density added. For example, if a single detached development added a secondary suite, it <u>would not</u> be charged any DCCs as this is permitted within the 'RLDU' rate. However, if it redeveloped at a higher density, it would receive a credit for 1x 'RLDU' rate which would be applied against any DCCs payable. The full rates (with no credits) would only apply to new developments that are created through new subdivisions or greenfield development.**

Non-Residential
<u>Background:</u> Metro Vancouver's current 'non-residential' category is a general category for any development that is not residential. The best practice review suggests that sub-categories should help to better link DCC rates to the specific infrastructure demand of different land uses. The majority of member jurisdictions use sub-categories such as industrial, commercial, and institutional. These broad categories best align with regional data availability. A small number of jurisdictions in the region further break down these sub-categories (such as office commercial vs. retail commercial), however, the best practices review also suggests that having too many sub-categories can add complexity and as such, is not recommended at the regional level.

Through Metro Vancouver's current DCC program, it has been identified that there is a need for a separate category for agricultural developments such as greenhouses, given the unique nature of this industry and its use of regional infrastructure. As an interim solution, a waiver/reduction bylaw was created for agricultural developments that demonstrate low environmental impact (e.g., low water use). As a longer-term solution, there is a desire to create a stand-alone DCC category and determine an appropriate rate based on further data collection.

Recommendations:

1. The non-residential DCC category be broken into the following sub-categories:
   - Industrial
   - Commercial
   - Institutional
   - Agricultural development (e.g., buildings or structures on agricultural lands or for agricultural purposes)

2. Consider keeping the existing DCC Waiver/Reduction Bylaws for agricultural development that is designed to result in a low environmental impact. While the aim is to determine a suitable DCC rate in the DCC Bylaw for agricultural development, this will be based on data of average users and it may be beneficial to maintain a waiver/reduction approach for developments that can demonstrate they have less impact on regional infrastructure (e.g., systems to capture and re-use rainwater to minimize potable water use).

3. Explore other categories where it may be appropriate to establish a DCC Waiver/Reduction Bylaw where developments are designed to result in a low environmental impact that would significantly reduce impact on regional infrastructure (e.g., institutional uses).

Rental Residential Category

The Provincial best practices guide advises that DCC categories should be based on their respective demand on infrastructure or services. Establishing a separate DCC category with reduced rates for rental residential would be challenging to justify as the demand for regional infrastructure would be similar to owner occupied residential. As such, it is not recommended for Metro Vancouver to establish a separate rental residential DCC category.

Further, provincial legislation (Section 563 of the *Local Government Act)* only provides authority to local governments to waive/reduce DCCs for certain categories including: not-for-profit rental housing, for-profit affordable rental housing, subdivision of small lots designed to result in low greenhouse gas emissions, or developments designed to result in a low environmental impact. Providing a reduction/waiver for for-profit market rental housing is not possible under the current legislation.

Area-Specific Charges for *Metro 2050* Growth Areas

To determine whether the regional DCC program could better align with the goals of *Metro 2050,* the review explored whether area-specific DCC rates could be used to encourage growth in key growth areas as outlined in the regional growth strategy (e.g., urban centres, frequent transit development areas, and major transit growth corridors within 1 km of major transit). While an area-specific rate could potentially support this goal, there are many trade-offs to consider. In addition to implementation and administrative complexity, there is not a clear connection between regional infrastructure demand and transit proximity. While there can be infrastructure efficiencies with higher density development at the local scale, this is a complex topic requiring significant analysis to identify where the 'tipping point' is with regards to efficiencies. However, given that regional-scale infrastructure for water, sewer, and parks serve much larger areas, it would be challenging to clearly demonstrate efficiencies in higher density or transit-rich locations. This could also result in regional inequities for communities that are lower density or less served by transit, particularly as these locations generally have more challenging market conditions for development to begin with. Given this context, it is not recommended to further explore area-specific rates related to growth areas for Metro Vancouver's DCC program.

Metro Vancouver does use area-based rates for its four sewerage areas across the region where capital costs and development are more easily defined within a geographic area. This review is not proposing any changes to this model.

Summary: While the review recommends not to proceed with either rental or growth area-specific DCC rates, this was an important exercise to explore whether the DCC program could be a tool to support regional objectives in these areas and advance the shared goals of *Metro 2050*. Given the limitations of DCCs as a tool to incentivize specific types or locations of development, Metro Vancouver will continue to work with members to explore other tools to support the delivery of purpose-built rental housing and growth in transit-oriented locations to contribute to a sustainable and livable region.

NEXT STEPS

The preliminary recommendations are presented for review by the Finance Committee and MVRD Board. As a next step, targeted engagement is planned with key organizations and parties who might be interested or impacted by DCCs such as:

- Member jurisdiction staff
- TransLink
- Provincial/ Federal Governments (keep informed)
- Development sector (large and small-scale residential developers, industrial, commercial, institutional developers)
- Agricultural sector
- First Nations with interests in the region
- Public and other interested parties

Final recommendations will be brought to Finance Committee and MVRD, GVS&DD and GVWD Boards in September 2025 and upon approval, integrated into the DCC Bylaw updates in 2027. Additional engagement will take place throughout the DCC Bylaw update as well as formal reviews with the Provincial Inspector.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

This work was completed through a combination of in-house resources and consultants. The consulting budget for the policy and best practice review was $50,000 which was included in the 2025 Regional Planning budget. Engagement and final recommendations will be completed in-house.

Further financial analysis and assessment of implications for Metro Vancouver's DCC program and rates will be completed as part of the planned 2027 DCC Bylaw update, that will integrate the latest population and dwelling projections, capital program, and categories/definitions to confirm the overall revenue needed for regional infrastructure and associated DCC rates.

CONCLUSION

Metro Vancouver is undertaking a review of its development cost charge (DCC) program through a series of coordinated projects. One of the first projects involves a policy review and analysis of DCC categories and definitions to reflect current best practices and development trends and better align DCC rate categories with the infrastructure demands of different land uses.

This report summarizes work completed to date and presents preliminary recommendations for Committee and Board review. The next step will involve targeted engagement with industry stakeholders, with final recommendations brought for Committee and Board approval in Fall of 2025. Pending approval, revised DCC categories will be incorporated into the broader 2027 DCC Bylaw update, along with updated population projections and latest capital program estimates, to inform new rate structures that will take effect from 2028 onward.

ATTACHMENTS

1. "Development Cost Charges Policy Analysis", dated April 2025.
2. Summary of How Regional DCCs Are Calculated.
3. Presentation re: Proposed Updates to DCC Categories.

REFERENCES

1. Cowan, L. February 5, 2025. Development Cost Charge Work Program Update – Proposed Scope of Work for Project 2: DCC Categories and Definitions. Retrieved from https://metrovancouver.org/boards/Finance/FIN-2025-02-13-AGE.pdf#page=32. Accessed May 2, 2025.
2. Province of British Columbia, March 2025. Development Cost Charge Best Practices Guide. Retrieved from https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/tools-for-government/local-governments-and-housing/dcc_best_practices_guide.pdf. Last accessed 2025, May 1.

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Development Cost Charges Policy Analysis (Phase 1)

Metro Vancouver Regional District

April 2025

Watson & Associates Economists Ltd.
905-272-3600
info@watsonecon.ca

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List of Acronyms and Abbreviations

Acronym	Full Description of Acronym
BC	British Columbia
DCC	Development Cost Charges
DCL	Development Cost Levy
GVS&DD	Greater Vancouver Sewerage and Drainage District
LGA	Local Government Act

Executive Summary

Executive Summary

Introduction

In order to respond to new Provincial housing legislation and align development cost charge (DCC) policies with current forms of development, Metro Vancouver has retained Watson & Associates Economists Ltd. (Watson) to undertake a detailed policy review of its current DCC framework. This analysis has considered the following policy components:

- Allocation of residential charges to various types of development;
- Classification of multiplex residential developments;
- Classification of secondary/accessory residential units;
- Rental residential definitions;
- Allocation and basis of non-residential charges;
- Approach to charges for agricultural development; and
- Area-based DCC rates.

This policy analysis has been informed by the guidance provided in the updated Provincial DCC Best Practices Guide[1] as well as a review of the best practices of Metro Vancouver's member jurisdictions. The options presented herein are provided for the Metro Vancouver Board's consideration. This policy work will be integrated into the broader scope of work of the update to the DCC program and bylaw.

Evaluation Criteria

With respect to the policy components of this study, various options are presented and discussed. As part of the evaluation, criteria have been established to assess the viability of the various options.

With respect to each option presented in this report, an evaluation matrix was developed with the following criteria:

- **Implementation:** is this a feasible option for Metro Vancouver based on data availability at the regional level?

[1] https://www2.gov.bc.ca/assets/gov/british-columbians-our-governments/local-governments/finance/dcc_best_practices_guide_2025.pdf

- **Administration:** is the option easy to interpret and administer for the Regional District and member jurisdictions? Given that the member jurisdictions administer and collect DCCs on behalf of Metro Vancouver, the adopted policies should be easy to understand and administer across the region.
- **Link to Infrastructure Demand:** does the option provide a rational nexus between the projected growth and the demand for infrastructure/services?
- **Alignment with *Metro 2050*:** does the option encourage certain types of development that support *Metro 2050* objectives (e.g., creating compact communities, providing a diverse range of housing options, and supporting industrial and agricultural lands)?
- **Alignment with Member Jurisdictions:** how many member jurisdictions across the region utilize the option?

Each option presented within this report has been assessed with respect to the above criteria, utilizing a high/medium/low/neutral evaluation as follows:

Table ES-1
Evaluation Criteria

Criteria	High	Medium	Low	Neutral
Implementation	Feasibility for implementation is strong	Feasibility for implementation provides some challenges	Difficult to implement at the regional level	No impact
Administration	Easy to interpret and administer for Metro Vancouver and member jurisdictions	Somewhat easy to interpret and administer	Difficult to interpret and administer	No impact
Link to Infrastructure Demand	Strong connection between projected growth and the relative demand for infrastructure/ services	Somewhat limited connection between projected growth and the relative demand for infrastructure/ services	Poor connection between projected growth and the relative demand for infrastructure/ services	No impact/further analysis is required
Alignment with *Metro 2050*	High potential to assist in achieving goals of *Metro 2050*	Somewhat limited potential to assist in achieving goals of *Metro 2050*	Poor ability to assist in achieving goals of *Metro 2050*	No impact/further analysis is required

Criteria	High	Medium	Low	Neutral
Alignment with Member Jurisdictions	Approach Used in More than 15 bylaws	Approach Used in 5 to 15 bylaws	Approach Used in Less than 5 by-laws	N/A

Note: for alignment with member jurisdictions, the bylaws of 19 member jurisdictions as well as the bylaw for Translink was considered.

Tables ES-3 through ES-9 provide the analysis of the options based on the above evaluation criteria. Based on the analysis set out in this report, certain options that were reviewed may not be feasible for Metro Vancouver due to availability of data, equity concerns, implementation issues, etc. Table ES-2 presents a summary of the various options for Metro Vancouver to consider for each category of review.

Table ES-2
Overview of Findings

Residential DCC Policy Analysis				Non-Residential DCC Policy Analysis		Area-Based DCC Rates Policy Analysis
Allocation of Residential Charge	**Classification of Multiplex Development**	**Classification of Secondary/ Accessory Units**	**Rental Residential Definitions**	**Allocation and Basis of Non-Residential Charges**	**Approach to Charges for Agricultural Development**	**Area Based Rates for Urban Centres/ Transit Growth Corridors**
• The Provincial DCC Best Practices Guide outlines two key options for allocating residential DCCs: per lot/per unit (current Metro Vancouver practice) or per floor area basis. • Majority of member jurisdictions utilize the per lot/per unit rate. • Data availability on growth projections at the Regional level does not allow Metro Vancouver to impose residential DCCs on a floor area basis. • Current approach aligns with Best Practices guide and data availability.	• To align with new housing legislation for multiplexes, Metro Vancouver can consider updating the 'townhouse' definition to capture multiplex developments that are permitted within the single-family lot category. The definition would capture any developments on a single lot that provides for 3 or more units. • The definition for townhouse should be renamed to 'other multiple' or other similar wording. This definition would capture all development other than single family residential dwellings and apartment units.	• The development of a single family home with up to two accessory dwelling units would currently pay the rate applicable to one single family residential unit. • To better align with infrastructure demand, a separate category for accessory units may be established. • Alternatively, definitions can be updated to provide for the third unit to be charged the 'townhouse' rate. • Although establishing a methodology to impose DCCs on these units may be more equitable, this may disincentivize the development of secondary suites and accessory units, which is counter to the goals of *Metro 2050.*	• Based on DCC legislation, a reduced rate related to for-profit residential developments cannot be provided. • Legislation prescribes the classes of development that are eligible for reductions/waivers. Metro Vancouver may choose to advocate for a change to the *Local Government Act* to allow for a reduction to permit for reduced rates related to rental residential developments.	• Current uniform non-residential DCC rate does not equitably capture the demand for infrastructure related to different land uses (e.g., some industrial or agricultural buildings have very large footprints, but may not create the same level of demand for regional infrastructure as a commercial building of the same size). • Many member jurisdictions utilize an approach to sub-categorize non-residential DCCs by type (e.g. industrial, commercial, institutional). • Separate non-residential rates are feasible at the Regional level based on data availability.	• Need for separate agricultural category has been identified given the unique nature of development and impact on infrastructure. • A separate DCC rate for agricultural development can be established based on further data collection and can be implemented relatively easily. • Separate rate will assist in establishing a nexus between the development type and demand on infrastructure. • The region can also consider maintaining the waiver/reduction bylaw along with the establishment of a separate rate.	• Assessed potential for area-based DCCs for key transit areas for better alignment with *Metro 2050*. • Not recommended at this time due to implementation issues, administrative complexity and lack of connection between growth in key transit areas and infrastructure demand. • No clear link between cost of regional infrastructure and proximity to transit areas.

Table ES-3
Evaluation of Options – Allocation of Residential Charges to Various Types of Development

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Per lot / per unit charge	**High** Aligns with data available for regional level projections.	**High** Easy for administration; similar to status quo.	**High** More equitably captures the use of infrastructure demands related to duplexes, triplexes compared to either single family (one unit) or multi-family (townhouse and apartments)	**Low** Does not incentivize more compact forms of development or smaller sized units.	**High** 18 bylaws use this approach
2. Creating a new unit category for apartments (e.g. large vs. small apartments)	**Medium** Possible to implement with regional level data projections, but would require additional analysis.	**Medium** Somewhat more complex for member jurisdictions to implement.	**High** Additional apartment category could provide for lower charges on smaller apartment units (defined by either bedroom size or floor area). This would be consistent with a lower persons per unit in small apartments, which provide for a lower demand on infrastructure.	**Low** Would not support family-friendly housing and may disincentivize family-sized apartment units, a key objective of Metro 2050.	**Low** 0 bylaws use this approach
3. Imposing charges on floor area basis	**Low** Difficult to develop growth projections with regional level data	**Medium** Somewhat more complex for member jurisdictions to implement	**Low** Further analysis is required to understand connection between infrastructure costs and floor area.	**Low** Would not support family-friendly housing, a key objective of *Metro 2050.* Further, may not be an equitable approach to apply across the region given that more urbanized, dense areas may only provide for higher-density housing, whereas other member jurisdictions may provide predominantly	**Medium** 7 bylaws use this approach

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
				low- and medium- density housing. Note: could support more compact development of single family homes.	
4. Per unit charge that varies with density (e.g. differentiated charge based on total units per hectare)	**Low** Difficult to develop growth projections based on data availability at the regional level.	**Low** More complex for member jurisdictions to implement.	**Medium** Further analysis is required to ensure a nexus between infrastructure costs and density of development for the development of equitable rates. Can be a complex relationship depending on many factors.	High – higher density forms of development could support more compact urban design and efficient land development, consistent with the goals of *Metro 2050*.	**Low** 1 bylaw uses this approach
5. Imposing charges on a per hectare of parcel area basis	**Low** Difficult to develop growth projections with regional level data	**Medium** Somewhat more complex for member jurisdictions to implement.	**Medium** Can separate charges for low-, medium-, and high-density development based on demand for services, however, within each category there is less of a correlation between parcel size and demand for service.	**Low** Would not support compact communities and incentivize sprawl as lower density development would incur a lower charge per hectare.	**Low** 1 bylaw uses this approach

Table ES-4
Evaluation of Options – Classification of Multiplex Developments

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Update townhouse definition	**High** Aligns with data available for regional level projections	**High** Straightforward approach to capture multiplexes (e.g. triplexes, fourplexes, etc.). Common practice among member jurisdictions.	**Medium** Similar household sizes for townhouses and multiplexes. Water/liquid waste needs are somewhat different for townhouses relative to multiplexes. May result in an inequitable application of the charge.	Neutral*	**Medium** 5 bylaws use this approach
2. Create multiplex charge category	**Low** Given recent legislative changes, uptake of multiplex units is not yet well understood. Member jurisdictions are currently updating plans and zoning to align with new legislation. Current data does not reflect these changes and will need to be updated.	**Medium** Differs from current approach, but similar to approaches taken by TransLink and several member jurisdictions. Communications would be needed to explain the new approach.	**High** Differentiating between development types through different categories in the bylaw provides for a more equitable calculation of the charge.	Neutral*	**Low** 1 bylaw uses this approach

*Further analysis is required to determine if the approach would result in higher or lower DCCs, relative to current practices and how the approach could align with Metro 2025.

Table ES-5
Evaluation of Options – Classification of Secondary/Accessory Units

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Include in charge for low density residential (i.e. no additional charge for these units)	**High** Consistent with current approach.	**High** Aligns with approach used by member jurisdictions.	**Low** Inequitable approach given that these units utilize regional services but are not being charged on the basis of their need for services.	**High** Encourages the development of secondary suites and laneway homes which aligns with Metro 2050 objectives. However, may discourage development of multiplexes (more than two (2) units per lot).	**High** 19 bylaws use this approach
2. Establish separate category/charge	**High** Data is available on development projections at the regional level	**Low** Inconsistent with approach used by some member jurisdictions, however aligns with approach used by TransLink and certain member jurisdictions. Secondary suites are often added after approval of initial building. A DCC for these units may result in illegal suites and safety issues.	**High** More equitable approach to link infrastructure	**Medium** May disincentivize the development of secondary suites/laneway houses, which is counter to *Metro 2050* goals, however, could encourage the development of more units per lot depending on the calculated charges.	**Low** 2 bylaws use this approach
3. Update definitions for third accessory unit	**High** Relatively easy to implement change to current approach. Would only require a change in the definitions in bylaws.	**High** Would require communications with member jurisdictions regarding change in approach.	**Medium** Impacts would vary depending on type of unit and relative infrastructure burden. Units would be charged at the Other Multiple/Medium Density rate, and impacts may vary depending on the type of unit constructed (e.g. laneway house versus garden suite).	**Low** May disincentivize additional units on single family dwelling lots which is counter to Metro 2050 goals.	**Low** 4 bylaws use this approach

Table ES-6
Evaluation of Options – Rental Residential Units

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Status Quo (i.e. no special treatment of rental units)	**High** Current program supported by data availability.	**High** Current approach	**High** Assuming that rental housing units have the same demand for infrastructure as owned units	**Low** Current system does not incentivize rental unit development, a key objective of *Metro 2050*	**High** 20 bylaws use this approach
2. For-Profit Affordable Rental Housing Waiver	**High** Permitted by Provincial legislation.	**Medium** Additional administration for an expanded waiver program. Waivers provided would need to be funded by taxpayers/ratepayers (i.e. cannot be funded by other forms of development).	**Low** Development of rental units still provides for a demand for services. Providing a waiver for DCCs is counter to this.	**High** Assists in expanding rental housing, which is a key objective of *Metro 2050.*	**Medium** 5 bylaws use this approach
3. Establish Market Purpose-Built Rental Housing Category	**Low** Need to identify a difference in demand for services between owned and rental apartments.	**High** No additional administrative burden, would simply be an additional category in the DCC bylaws.	**Low** Would need to establish that rental housing units provide or a lower demand for services relative to otherwise equivalent owned units.	**Neutral** Dependent on calculated rates. If rates are lower this would support more rental development..	**Low** 0 bylaws use this approach

Table ES-7
Evaluation of Options – Allocation and Basis of Non-Residential Charges

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Status Quo (One non-residential category)	**High** Current approach	**High** Current approach is simple and easy to administer	**Low** Does not equitably capture the demand for infrastructure related to different land uses.	**Low** Industrial and agricultural development can have very large building footprints are charged the same rate as commercial buildings, but do not have the same impact on infrastructure demand. Supporting industrial and agricultural development is an objective of *Metro 2050.*	**Low** 2 bylaws use this approach
2. Categorize non-residential development between industrial, commercial, and institutional	**High** Development projections for these three categories are generally readily available at the regional level	**High** Aligns with approach taken by most member jurisdictions and TransLink.	**High** More closely aligns the type of development with the demand for infrastructure	**High** In general, industrial and agricultural developments tend to pay a lower charge per square foot when a differentiated non-residential charge is utilized. This would assist in supporting the objectives of *Metro 2050.*	**High** 17 bylaws use this approach
2a. Further sub-categorize commercial or industrial	**Low** further subcategorizations may be difficult to implement based on data availability limitations at the regional level.	**Low** additional subcategorizations would require additional interpretation of bylaws and can be problematic when uses change over time.	**High** subcategorizations may provide for a more direct link between development and relative impact on services and infrastructure.	**Neutral**	**Medium** 8 bylaws use this approach
2b. Impose industrial rates on a parcel area basis	**Low** There may be challenges with respect to data availability at the regional level on development projections.	**Medium** Straightforward approach in calculating and imposing DCCs.	**Low** unclear whether parcel area is linked to demand for services or infrastructure.	**Neutral**	**Low** 2 bylaws use this approach

Table ES-8
Evaluation of Options –Agricultural Development

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Continue to provide for a waiver/ reduction of DCCs for agricultural development agricultural development that have a low environmental impact	**Medium** Limited data availability on agricultural water use and demand on infrastructure	**Low** Additional staff time/resources required to administer DCC. Funding of the reduction/waiver is required from Regional District's taxes/rates.	**High** Development that can prove a low environmental impact will have less burden on capital infrastructure.	**High** Waiver will assist in supporting agriculture development, a key objective of Metro 2050.	**Low** 0 bylaws use this approach
2. Develop a separate DCC category for agricultural development	**Medium** Limited current and comprehensive data availability on agricultural water use and demand on infrastructure	**High** Straightforward to administer. Would require communication with members about the new approach.	**High** Assuming these developments have a lower relative demand for infrastructure, DCC rate will be consistent with the impact on services these developments will have, relative to other non-residential uses.	**High** Assuming the agricultural rate is lower than other non-residential DCC rate(s), assists in supporting agriculture development, a key objective of Metro 2050.	**Low** 4 bylaws use this approach

Table ES-9
Evaluation of Options – Area-Based Rates for Urban Centres/Transit Growth Corridors

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Status quo	**High** Current approach	**High** Current approach is straightforward to administer and implement.	**Medium** Difficult to establish a direct nexus between the cost of infrastructure and development in urban centres given the regional nature of Metro Vancouver's infrastructure.	**Low** Uniform rates do not incentivize growth in urban centres/transit growth corridors, a key objective of *Metro 2050.*	**High** 19 bylaws use this approach
2. Develop Area Based Rates for Urban Centres/ Transit Growth Corridors	**Medium** Data not currently available, further analysis needed.	**Low** Metro Vancouver does not collect the Regional DCCs. Must rely on member jurisdictions to collect and remit the charges which places the burden of understanding and administering the DCC on member jurisdictions. Additional area based charges would further complicate the application of DCCs on new development.	**Low** No clear link between the cost of regional infrastructure and proximity to transit/urban centres.	**High** A differentiated rate (assuming the rate is lower for urban centres) would incentivize growth in these areas, which is a key objective of *Metro 2050.*	**Low** 1 bylaw uses this approach*

*Note: related to Port Moody's transit oriented development area DCC category for multi-residential development greater than 6 storeys. The DCC per square metre is higher than multi-residential development outside or a transit-oriented development area up to 6 storeys.

Report

Chapter 1
Introduction

1. Introduction

1.1 Purpose of Document

Metro Vancouver is currently undertaking a detailed review of its development cost charge (DCC) framework to align policies with current forms of development and respond to new Provincial housing legislation. As part of this work, Metro Vancouver has retained Watson & Associates Economists Ltd. (Watson) to undertake a policy review. The objective of this analysis is to ensure equitable distribution of DCCs based on growth and demand for infrastructure and services. This policy review is being undertaken as part of a broader scope of work in advance of the update to the DCC program and bylaw.

This report provides information related to the following components:

- Criteria for evaluation of the options provided for consideration;
- Residential DCC policy analysis;
- Non-residential DCC policy analysis; and
- Area-based rates DCC policy analysis.

In addition, appendices are provided related to the following:

- Background on the policy and legislative framework in British Columbia; and
- Detailed survey of policies of all Metro Vancouver member jurisdictions.

Further information on the outline of the report and analysis is provided in Chapter 2. This report provides various options for the Metro Vancouver Board's consideration. A discussion of each option is provided along with an evaluation utilizing a framework of criteria. This report has been prepared for Metro Vancouver who will conduct further review, refinement, and coordination of DCC policies for inclusion in the upcoming DCC bylaw update.

Chapter 2
Overview of Policy Analysis and Criteria for Evaluation

2. Overview of Policy Analysis and Criteria for Evaluation

2.1 Overview of Policy Analysis

The policy analysis presented herein provides a review on a variety of DCC policy considerations. These policies include:

- Allocation of residential charges to various types of development;
- Classification of multiplex residential developments;
- Classification of secondary/accessory residential units;
- Rental residential definitions;
- Allocation and basis of non-residential charges;
- Approach to charges for agricultural development; and
- Area-based DCC rates.

With respect to each component noted above, a best practices review was undertaken to understand current practices utilized by Metro Vancouver's member jurisdictions to identify areas to align policies where possible. Further, a review of the Province's recently updated DCC Best Practices Guide[1] was also undertaken to ensure the options presented herein are aligned with the recommendations provided in the guide. The options provided are also informed by a consideration of best practices utilized by municipalities across Canada. Various policy-related options are presented for Metro Vancouver's consideration with an evaluation of each.

2.1.1 Principles of Metro 2050

Metro 2050, the regional growth strategy, outlines a number of strategic goals and priorities for Metro Vancouver. This policy analysis has been undertaken to review the various options and how they may assist in achieving those goals. Key goals that are relevant to DCC policies include:

[1] https://www2.gov.bc.ca/assets/gov/british-columbians-our-governments/local-governments/finance/dcc_best_practices_guide_2025.pdf

- Creating a compact urban area – focus growth inside the Urban Containment Boundary. Complete communities with access to a range of housing choices and concentrating growth in transit-oriented centres and corridors.
- Supporting a sustainable economy through the long-term protection of industrial, employment, and agricultural lands.
- Providing diverse and affordable housing choice which includes increasing supply of purpose-built rental housing, housing in proximity to transit and housing for those with lower incomes.

2.2 Criteria for Evaluation

With respect to the policy components of this study, various options are presented and discussed. As part of the evaluation, criteria have been established to assess the viability of the various options.

With respect to each option presented in this report, an evaluation matrix was developed with the following criteria:

- **Implementation:** is this a feasible option for Metro Vancouver based on data availability at the regional level?
- **Administration:** is the option easy to interpret and administer for the Regional District and member jurisdictions? Given that the member jurisdictions administer and collect DCCs on behalf of Metro Vancouver, the adopted policies should be easy to understand and administer across the region.
- **Link to Infrastructure Demand:** does the option provide a rational nexus between the projected growth (average household size of different dwelling types for residential and projected number of employees for non-residential) and the demand for infrastructure/services?
- **Alignment with *Metro 2050*:** does the option encourage certain types of development that support *Metro 2050* objectives (e.g., creating compact communities, providing a diverse range of housing options, and supporting industrial and agricultural lands)?
- **Alignment with Member Jurisdictions:** how many member jurisdictions across the region utilize the option?

Each option presented within this report has been assessed with respect to the above criteria, utilizing a high/medium/low/neutral evaluation as follows:

Table 2-1
Metro Vancouver
Criteria for Evaluation of Options

Criteria	High	Medium	Low	Neutral
Implementation	Feasibility for implementation is strong	Feasibility for implementation provides some challenges	Difficult to implement at the regional level	No impact
Administration	Easy to interpret and administer for Metro Vancouver and member jurisdictions	Somewhat easy to interpret and administer	Difficult to interpret and administer	No impact
Link to Infrastructure Demand	Strong connection between projected growth and the relative demand for infrastructure/ services	Somewhat limited connection between projected growth and the relative demand for infrastructure/ services	Poor connection between projected growth and the relative demand for infrastructure/ services	No impact/further analysis is required
Alignment with *Metro 2050*	High potential to assist in achieving goals of *Metro 2050*	Somewhat limited potential to assist in achieving goals of *Metro 2050*	Poor ability to assist in achieving goals of *Metro 2050*	No impact/further analysis is required
Alignment with Member Jurisdictions	Approach Used in More than 15 bylaws	Approach Used in 5 to 15 bylaws	Approach Used in Less than 5 by-laws	N/A

Note: for alignment with member jurisdictions, the bylaws of 19 member jurisdictions as well as the bylaw for TransLink were considered.

Chapter 3
Residential DCC Policy Analysis

3. Residential DCC Policy Analysis

3.1 Introduction

This section of the report provides observations and policy considerations on the following residential DCC policies:

- Methodology utilized in allocating DCCs for residential development;
- Classification of multiplex developments;
- Classification of secondary/accessory units; and
- Application of DCCs to rental residential developments.

The discussion of the options for consideration herein aligns with the *Local Government Act* and the Province's DCC Best Practices Guide.

3.2 Allocation of Residential Charge

3.2.1 Metro Vancouver Current Practice

Metro Vancouver currently imposes residential DCCs on a per unit basis for apartments and townhouses. For all other residential development DCCs are imposed on a per lot basis (residential lot development unit). The DCC bylaws provide for the following definitions related to residential units and lots:

> ***"Residential Dwelling Unit"*** *means a Dwelling Unit in a building or structure that contains or may contain up to three Dwelling Units.*
>
> ***"Residential Lot Development Unit"*** *means a Dwelling Unit on a lot (not including an Apartment Dwelling Unit or a Townhouse Dwelling Unit) but, if the Dwelling Unit is a Single Family Residential Dwelling, also includes:*
>
> *(a) The construction, alteration or extension of a building or structure for up to one Secondary Suite in the Single Family Residential Dwelling Unit*
>
> *(b) The construction, alteration or extension of up to one Laneway House, or*
>
> *(c) Both.*

Single Family Residential Dwelling is defined as follows:

> ***"Single Family Residential Dwelling"*** *means a detached building or structure that contains one principal Dwelling Unit and may contain one smaller Dwelling Unit.*

Apartments and townhouses are defined as follows:

> ***"Townhouse Dwelling Unit"*** *means a Dwelling Unit in a building or structure that contains or may contain four or more Dwelling Units, whereby each dwelling unit has a direct exterior entrance.*
>
> ***"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.*

Based on the above definitions, if a residential development is not classified as an apartment or townhouse, then the development is charged on a per lot basis.

The Province introduced new legislation in 2023 that enables the development of small-scale, multi-unit housing which may increase the number of units that can be developed on a single residential lot. Examples of these types of units include secondary suites in single-family dwellings, detached accessory dwelling units (e.g. garden suites or laneway homes), triplexes, townhomes, and house-plexes. Note: Given that this is a relatively recent legislative change, there is limited data on the uptake of small-scale, multi-unit housing that can be utilized to inform dwelling unit projections. In addition, given the recency of the change in legislation and based on a review of local practices, bylaws of member jurisdictions do not currently reflect the new changes. This component of the review should be revisited in the future once uptake of these units are better understood by Metro Vancouver and member jurisdictions.

Based on the definitions above, secondary suites and detached accessory dwelling units have been incorporated into the residential lot definition (if included in or with a single-family dwelling unit). Triplexes would be charged the rate of three (3) residential lot development units and four-plexes would be charged at the townhouse rate, assuming that all dwelling units have a direct exterior entrance.

DCCs are utilized to recover the capital costs associated with new development and redevelopment. The calculation of the DCCs is based on deriving a nexus between the cost of infrastructure and the charge categories. For example, one single-family home may have 3 persons per unit, whereas a triplex may have 2 persons per unit for a total of 6 people. Imposing the same charge for a single-family home and a triplex through a "per lot" approach, may result in inequity in the DCCs. In addition, different dwelling forms provide for differing impacts on water and liquid waste usage. For example, a single family home with a large yard may use more water than a townhouse (e.g. more lawn watering, potential for a pool, etc.). Given these considerations, imposing DCCs on a per unit basis may be more appropriate than on a per lot basis.

The following subsections provide some observations from the member jurisdictions in Metro Vancouver, the recommended methodology from the Provincial DCC Best Practices Guide, as well as calculation options for consideration.

3.2.2 Observations from Review of Local Practices

In general, the member jurisdictions across Metro Vancouver impose residential DCCs in a similar manner as Metro Vancouver, however there are some variations that are observed across the Regional District. For example, some jurisdictions (e.g. Maple Ridge, Richmond, Port Moody, etc.) impose DCCs on a per square foot of dwelling unit basis for multi-family/higher density developments.

Other variations observed are as follows:

- **New Westminster** imposes DCCs on a single detached unit based on the area of the parcel.
- The **City of Vancouver** imposes development cost levies (DCLs) based on floor space ratio, which is defined as the area of the floors of the building on a site, divided by the area of the site. A higher floor space ratio provides for a higher per square metre charge.
- **Port Moody** provides for a higher DCC per square metre for multi-residential developments that are greater than 6 storeys or is in a Transit-Oriented Development Area, whereas **Maple Ridge** provides for a lower DCC per square metre for these same developments.
- The **City of North Vancouver** charges a per lot rate at the time of subdivision or a per square metre rate at the time of building permit, which does not vary based on the density of the development.

- The **Township of Langley** provides for four different residential categories that are based on the overall density of development (e.g. units per hectare), such that higher densities are charged a lower DCC per unit.
- **Delta** provides for a separate charge for congregate care which is imposed based on the number of sleeping units.

3.2.3 Observations from Provincial Best Practices Guide

The DCC Best Practices Guide notes the common approaches utilized by local governments in setting residential DCC rates:

Table 3-1
Metro Vancouver
DCC Best Practices Guide – Common Approaches for Residential DCC Rates

Approach	Considerations
Per lot/per unit approach	• Ties DCCs to specific building forms • Data to develop growth projections is readily available • Does not account for newer housing trends (e.g. smaller single-family homes or larger multi-family dwelling units) • Could charge based on number of bedrooms (e.g. one bedroom or fewer apartments versus two or more bedrooms).
Square Footage Approach	• Based on floor area of a development • Aligns well with multi-family developments

3.2.4 Options for Consideration

Most Metro Vancouver member jurisdictions impose residential DCCs on a per unit basis, with some jurisdictions imposing DCCs for medium- and high-density units on a per floor area basis. Imposing the charge on a per lot/unit basis is consistent with best practices observed across British Columbia and Canada[1]. The following subsections provide an analysis associated with the per lot/per unit and square footage approaches (along with sub-options associated with these methodologies) that may be utilized in allocating residential charges.

3.2.4.1 Development Unit Option

Overview

Imposing DCCs on a per unit basis is a widely accepted practice. This approach creates an equitable link between the increased need for infrastructure and services and projected population growth and then allocates those costs to the different residential development categories. Further, Census data and development projections developed by most local governments are expressed based on unit type, which provides for less administrative effort in calculating the DCC.

Single Family Dwelling

As noted, currently Metro Vancouver charges single family dwellings on a per lot basis (note: a single-family dwelling which is subject to the per lot charge can also include a secondary suite and laneway house with no additional DCCs for these secondary units). Moving to a per unit basis would mean that the additional units allowed to be constructed on a single-family lot, would each be subject to DCCs. This would be easy to implement as the data required to undertake the calculations is readily available. In addition, administration would be relatively easy due to similarity to the current approach. This approach would more equitably capture the nexus between infrastructure needs and the amount of the charges imposed since the capital needs are predominantly population based and the charges would apply based on number of units. This approach may not incentivize more compact forms of development or smaller sized units as the charge for a 1,200 square foot home would be the same as the charge for a 4,000 square foot home. With respect to alignment with Metro 2050, this approach would not appear to have a significant impact on supporting compact communities of family-friendly housing.

[1] Based on Watson's experience in undertaking Development (Cost) Charge studies in BC, Alberta, Saskatchewan, Manitoba, Ontario, New Brunswick, and Nova Scotia.

Apartment Categories

Given the evolving housing trends in recent years, (e.g. more compact single-family units and larger multi-family residential developments), the Regional District may consider providing for an expanded residential categorization for apartments. This may include differentiating between low-rise and high-rise apartments (similar to the City of Maple Ridge) or providing for varied multi-residential categories such as separating the apartment category into large vs. small apartments (which may be defined by number of bedrooms or floor space of the units). Implementation of this approach could be undertaken, however additional analysis would be required to determine the appropriate persons per unit assumptions to utilize for small vs. large apartments, and if the persons per unit should vary by member jurisdiction. Administration would provide some complexities for member jurisdictions in applying the charges if they were to be based on low-rise vs. high-rise apartments. Utilizing an approach whereby smaller apartment units are a separate category would provide for a good nexus between the capital needs and the charges (since smaller apartments would have a lesser persons per unit assumption on average). This could disincentivize family-sized units as developers may seek to minimize charges paid by building more small units.

3.2.4.1.1 Density Gradient Option

A similar approach to the above option of a per unit/per lot approach is to impose DCCs based on a density gradient. For example, the Township of Langley imposes residential DCCs based on four different categories which are provided as follows:

- **Residential 1:** residential developments having a density of 15 or less dwelling units per hectare;
- **Residential 2:** residential developments having a density greater than 15 and up to 44 dwelling units per hectare;
- **Residential 3:** residential developments having a density greater than 44 and up to 74 dwelling units per hectare;
- **Residential 4:** residential developments having a density greater than 74 units per hectare;

Within this rate structure, lower density developments are charged a higher DCC per unit. This rate structure may assist in achieving more compact urban design and efficient land development, consistent with the goals of *Metro 2050*. Census information and development projections are not typically expressed based on density, so the data may not be readily available to calculate DCCs based on this methodology.

Further, similar to the discussion above on imposing DCCs based on floorspace, there may be less of a correlation between the demand for infrastructure and lot sizes. Further analysis should be undertaken on the nexus between the infrastructure needs set out in the calculation of the charges and the anticipated development density categories used to impose the charge.

3.2.4.2 Floorspace Option

DCCs imposed on a floorspace basis are less widely used by member jurisdictions across the District, however, it is an accepted option by the Province and may be considered as part of this policy review.

The need for infrastructure and services is generally linked to population/unit growth. Dwelling size by floor area does not necessarily correlate with the number of persons residing in that unit, however, may be considered an acceptable proxy.

While the correlation between need for services and dwelling unit floor area may not be clear, imposing DCCs on a floor area basis may promote more compact and higher-density communities, given the financial incentive of lower DCCs on smaller units.

If the District seeks to explore this option in further detail, an analysis should be undertaken to determine if a relationship exists between the overall square footage of a residential building and the number of occupants (i.e., persons per square foot). Census and local government data can be analyzed to determine if recent housing trends provide for a higher persons per square foot in larger building forms.

Implementation of this approach may be challenging as regional growth projections are not provided on the basis of unit sizes. Further, administration of this approach would be more complex for member jurisdictions, since many do not impose the charges in this manner. Although this approach may support more compact development of single family homes, this could also disincentivize development of family-sized apartment units and multiplexes.

3.2.4.2.1 Parcel Area Option

In addition to imposing DCCs on floorspace, DCCs can also be applied on a parcel area basis for residential development. Low, medium, and high-density categories can be established for the charges per hectare. This approach may provide the ability to align capital needs with the categories of charges for certain services. For example, for transportation services, the calculations are typically undertaken by considering the trip generation per category. High-density uses tend to have a lower trip per unit. Assumptions on trips per high-density unit can be applied to various density categories. This approach can be similar for low and medium density categories. With respect to water and wastewater servicing, this may be more challenging since the capital needs are typically determined on a per capita basis. Within each charge category, there may be less of a correlation between the demand for infrastructure and the size of a parcel. Further analysis would be required to understand the link between infrastructure and development.

Implementation of this rate approach and administration may be challenging since growth projections would need to be developed to calculate DCCs appropriately and this approach does not align with the majority of member jurisdictions. This approach does not align with Metro 2050 and may not incentivize higher density development.

3.2.5 Other Considerations for Residential Definitions

With the recent legislative changes through Bill 44, *Housing Statutes (Residential Development) Amendment Act, 2023,* three (3) to six (6) units are permitted on a lot, depending on the lot size and proximity to transit. The DCC bylaws define townhouse and apartment units wherein there are four (4) units or more. Therefore, residential lot development units (i.e. the charges on a per lot basis) would appear to be utilized for multi-plex developments. This could result in duplexes or triplexes being charged the rate of one single-family unit. With respect to multiplexes with more than three (3) units, it would appear that these units would be charged the townhouse or apartment rate, depending on the access to each unit (e.g. common access and two (2) storeys or more would be classified as an apartment).

3.2.6 Evaluation of Options

The following table provides a high-level evaluation of the various options, based on the criteria established in Section 2.2. Each option is evaluated on high/medium/low/neutral scale in whether the option appropriately addresses the criteria.

Table 3-3
Metro Vancouver
Evaluation of Options – Allocation of Residential Charge

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Per lot / per unit charge	**High** Aligns with data available for regional level projections.	**High** Easy for administration; similar to status quo.	**High** More equitably captures the use of infrastructure demands related to duplexes, triplexes compared to either single family (one unit) or multi-family (townhouse and apartments)	**Low** Does not incentivize more compact forms of development or smaller sized units.	**High** 18 bylaws use this approach
2. Creating a new unit category for apartments (e.g. large vs. small apartments)	**Medium** Possible to implement with regional level data projections, but would require additional analysis.	**Medium** Somewhat more complex for member jurisdictions to implement.	**High** Additional apartment category could provide for lower charges on smaller apartment units (defined by either bedroom size or floor area). This would be consistent with a lower persons per unit in small apartments, which provide for a lower demand on infrastructure.	**Low** Would not support family-friendly housing and may disincentivize family-sized apartment units, a key objective of Metro 2050.	**Low** 0 bylaws use this approach
3. Imposing charges on floor area basis	**Low** Difficult to develop growth projections with regional level data	**Medium** Somewhat more complex for member jurisdictions to implement	**Low** Further analysis is required to understand connection between infrastructure costs and floor area.	**Low** Would not support family-friendly housing, a key objective of *Metro 2050*. Further, may not be an equitable approach to apply across the region given that more urbanized, dense areas may only provide for higher-density housing, whereas	**Medium** 7 bylaws use this approach

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
				other member jurisdictions may provide predominantly low- and medium- density housing. Note: could support more compact development of single family homes.	
4. Per unit charge that varies with density (e.g. differentiated charge based on total units per hectare)	**Low** Difficult to develop growth projections based on data availability at the regional level.	**Low** More complex for member jurisdictions to implement.	**Medium** Further analysis is required to ensure a nexus between infrastructure costs and density of development for the development of equitable rates. Can be a complex relationship depending on many factors.	High – higher density forms of development could support more compact urban design and efficient land development, consistent with the goals of *Metro 2050.*	**Low** 1 bylaw uses this approach
5. Imposing charges on a per hectare of parcel area basis	**Low** Difficult to develop growth projections with regional level data	**Medium** Somewhat more complex for member jurisdictions to implement.	**Medium** Can separate charges for low-, medium-, and high-density development based on demand for services, however, within each category there is less of a correlation between parcel size and demand for service.	**Low** Would not support compact communities and incentivize sprawl as lower density development would incur a lower charge per hectare.	**Low** 1 bylaw uses this approach

3.3 Classification of Multiplex Developments

3.3.1 Metro Vancouver Current Practice

Metro Vancouver's current DCC bylaws do not explicitly provide definitions for multiplex developments. Based on the definition of Townhouse Dwelling Unit, it appears that multiplex developments would be charged at the townhouse rate, if the development has at least four units and each dwelling unit has a direct exterior entrance. If the multiplex development is at least two storeys, contains four or more units, and provides for a common exterior entrance, then the dwelling units would be charged the apartment rate.

Note: as per the discussion provided in Section 3.2.5 above, duplex and triplex developments would be charged at the residential dwelling rate on a per lot basis.

3.3.2 Observations from Review of Local Practices

Generally, member jurisdictions charge duplexes at the low density/single-family rate, whereas all other multiplexes are charged at the townhouse/medium density rate. Some member jurisdictions explicitly include multiplexes within the townhouse definition in the bylaw, whereas in other jurisdictions, the treatment of multiplexes can be inferred based on the definition of townhouse.

For example, Burnaby, Maple Ridge, Port Moody, District of North Vancouver, and Port Coquitlam all include triplexes/multiplexes within the townhouse/medium density definitions within the bylaw.

The City of Coquitlam provides for a differentiated charge which includes duplexes, triplexes, fourplexes, and multiplex which are charged on a per unit basis. This rate is similar to the townhouse rate for all services except Transportation, where the per unit charge is approximately 50% higher, presumably due to the increased need for Transportation services for multiplex developments.

3.3.3 Observations from Provincial Best Practices Guide

The DCC Best Practices Guide does not provide any specific guidance related to the treatment of multiplex units, however, the guide does state that the breakdown should be informed by the "demand for services" within each category (e.g., different types of residential land uses will impact the demand for water capacity differently).

3.3.4 Options for Consideration

With the recent legislative changes that allow for the development of small-scale, multi-unit homes on single family lots and duplex lots, it is important to provide clarity as to how multiplex developments would be categorized in a DCC bylaw to ensure equity in the imposition of DCCs. The following subsections provide options as to how DCCs can be applied to these units.

3.3.4.1 Update Existing Definitions

Metro Vancouver's existing framework is based on imposing differential DCCs on single family units, townhouses, and apartments. The townhouse definition can be updated to incorporate multiplex developments. As noted in the observations from the local practices survey, this is a common practice across the District. The current DCC category for townhouses can be renamed to "Other Multiples" and can be defined as all residential development types that do not meet the definition of a single family dwelling or apartment development. This is a common practice utilized in other jurisdictions such as Ontario and provides for any developments not captured in the single family or apartment definitions to fall into this 'Other Multiple' category.

Other Multiple can be defined as follows:

> *"other multiple" means all residential development other than a single family residential dwelling or apartment dwelling unit.*

The definition can be expanded to provide examples of what is included in the other multiple category by providing a listing preceded by "including but not limited to".

Utilizing this approach would be simple to implement and straightforward from an administrative perspective. As development applications are received, the member jurisdiction can easily determine the appropriate charge. This approach would however have a low link between the required infrastructure and the DCC as multiplexes may have a greater number of people relative to a townhouse, but pay the same charge. Further analysis would be required to determine if the approach would result in higher or lower DCCs, relative to current practices and how the approach could align with Metro 2025.

3.3.4.2 Multiplex Development Category

Alternatively, the District may establish a distinct residential category for multiplex developments, similar to the City of Coquitlam. This may provide for a more equitable calculation of the charge given that townhouses and multiplexes have somewhat different water and liquid waste service needs. From an administrative perspective, this differs from the current approach but is similar to approaches taken by TransLink and several member jurisdictions. Communications would be needed to explain the new approach to those member jurisdictions that do not employ this method. Further analysis would be required to determine if the approach would result in higher or lower DCCs, relative to current practices and how the approach could align with Metro 2025.

Given that member jurisdictions are still working to integrate new housing legislation for multiplexes into local zoning and planning, there is not adequate data on the anticipated uptake to support a separate multiplex DCC category at this time. The District could implement this categorization given that development projections are readily available for multiplexes.

3.3.5 Evaluation of Options

The following table provides an evaluation of the two options noted above:

Table 3-5
Metro Vancouver
Evaluation of Options – Classification of Multiplex Developments

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Update townhouse definition	**High** Aligns with data available for regional level projections	**High** Straightforward approach to capture multiplexes (e.g. triplexes, fourplexes, etc.). Common practice among member jurisdictions.	**Medium** Similar household sizes for townhouses and multiplexes. Water/liquid waste needs are somewhat different for townhouses relative to multiplexes. May result in an inequitable application of the charge.	Neutral*	**Medium** 5 bylaws use this approach
2. Create multiplex charge category	**Low** Given recent legislative changes, uptake of multiplex units is not yet well understood. Member jurisdictions are currently updating plans and zoning to align with new legislation. Current data does not reflect these changes and will be difficult to support a separate multiplex charge category.	**Medium** Differs from current approach, but similar to approaches taken by TransLink and several member jurisdictions. Communications would be needed to explain the new approach.	**High** Differentiating between development types through different categories in the bylaw provides for a more equitable calculation of the charge.	Neutral*	**Low** 1 bylaw uses this approach

*Further analysis is required to determine if the approach would result in higher or lower DCCs, relative to current practices and how the approach could align with Metro 2025.

3.4 Classification of Secondary/Accessory Units

3.4.1 Metro Vancouver Current Practice

Secondary suites are defined in Metro Vancouver's DCC bylaws as follows:

> ***"Secondary Suite"*** *has the definition ascribed to such term in the bylaws of the Member Municipality where the secondary suite is located, or, in the absence of such a definition, means the smaller Dwelling Unit contained within a Single Family Residential Dwelling"*

Similarly, the definition for laneway houses ascribes the same definition as what is found in the bylaws of the member jurisdictions:

> "***Laneway House"*** *has the definition ascribed to such term in the bylaws of the Member Municipality where the laneway house 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 Residential Dwelling"*

Further, Single Family Residential Dwelling is defined as follows:

> ***"Single Family Residential Dwelling"*** *means a detached building or structure that contains one principal Dwelling Unit and may contain one smaller Dwelling Unit"*

Based on the above definitions, the classification of secondary suites/accessory units will be dependent on the definitions in the member jurisdictions' bylaws. If no definition is provided, then it appears that secondary suites would be exempt from paying additional DCCs as a single-family residential dwelling can include one smaller dwelling unit.

3.4.2 Observations from Review of Local Practices

In general, these units are usually included as part of the single family/low-density charge, based on the definitions in the bylaw. For example, in the District of North Vancouver, single family is defined as follows:

> *"either one dwelling unit or one dwelling unit plus one secondary suite dwelling or one dwelling unit plus one secondary suite dwelling unit and one coach house"*

Based on the above definition, a single-family development, which is charged on a per primary dwelling unit/lot basis, would be charged the same rate with or without a secondary suite. Similar definitions are provided in several member jurisdictions' bylaws.

3.4.3 Observations from Provincial Best Practices Guide

The DCC Best Practices Guide does not provide any specific guidance related to the treatment of secondary/accessory units, however, the guide does state that local governments can make policy choices that promote different types of development units to better support the strategic goals and objectives of the jurisdiction. Further, the different categories should reflect different demands for services.

3.4.4 Options for Consideration

3.4.4.1 Include in Charge for Low Density Residential

Based on the review of local practices, it appears most member jurisdictions include secondary suites/accessory units as part of the definition of a single-family development. This is in alignment with Metro Vancouver's current definitions and policies as provided in the DCC bylaws and also assists in incentivizing the development of these units which provides for a range of housing options (i.e, a key objective of *Metro 2050).* Given that these units are not being charged a separate DCC, it is recognized that this may not be an equitable approach. The development of secondary suites and accessory units lead to the need for additional water and liquid waste infrastructure and services, however, the development of a single-family home with one of these units is only being charged on the basis of one home/unit. This provides for a level of inequity between development and the need for services in the DCC program.

3.4.4.2 Establish Separate Category/Charge

Given that secondary suites and accessory units require water and liquid waste capacity, a separate category or charge could be established for these units. This would provide for an increased level of equity and establishes a suitable nexus between development and the need for services. Although this may be a more equitable approach, this may be challenging to implement if development projections are not available for these units. There would also be an increased administrative burden on the member jurisdictions, given that this is a unique approach in the treatment of these units and is not consistent with the practices of member jurisdictions. Further, a separate charge for these units may disincentivize the development of these units, which is counter to the goal of *Metro 2050* in providing a diverse range of housing choices.

3.4.4.3 Update Definitions for Third Accessory Unit

Based on the discussion provided in Section 3.3.4.1, the definition for townhouse can be changed to 'Other Multiples' and this category can be utilized for a third unit/accessory unit on a single-family lot to be charged at the other multiple rate. This would allow the region to collect DCC revenues from the development imposing infrastructure burdens due to additional density on single family lots. This would be relatively easy for the region to implement as it would only require an update to the definitions in the bylaw and additional communication with member jurisdictions on the updates to the policy. The impacts on infrastructure demand would vary depending on the type of unit constructed. For example, a garden suite and a laneway house (constructed as a third accessory unit) may have varying impacts on development but would get charged the same rate as a townhouse.

3.4.5 Evaluation of Options

Table 3-7
Metro Vancouver
Evaluation of Options – Classification of Secondary/Accessory Units

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Include in charge for low density residential (i.e. no additional charge for these units)	**High** Consistent with current approach.	**High** Aligns with approach used by member jurisdictions.	**Low** Inequitable approach given that these units utilize regional services but are not being charged on the basis of their need for services.	**High** Encourages the development of secondary suites and laneway homes which aligns with Metro 2050 objectives. However, may discourage development of multiplexes (more than two (2) units per lot).	**High** 19 bylaws use this approach
2. Establish separate category/charge	**High** Data is available on development projections at the regional level	**Low** Inconsistent with approach used by some member jurisdictions, however aligns with approach used by TransLink and certain member jurisdictions. Secondary suites are often added after approval of initial building. A DCC for these units may result in illegal suites and safety issues.	**High** More equitable approach to link infrastructure	**Medium** May disincentivize the development of secondary suites/laneway houses, which is counter to *Metro 2050* goals, however, could encourage the development of more units per lot depending on the calculated charges.	**Low** 2 bylaws use this approach
3. Update definitions for third accessory unit	**High** Relatively easy to implement change to current approach. Would only require a change in the definitions in bylaws.	**High** Would require communications with member jurisdictions regarding change in approach.	**Medium** Impacts would vary depending on type of unit and relative infrastructure burden. Units would be charged at the Other Multiple/Medium Density rate, and impacts	**Low** May disincentivize additional units on single family dwelling lots which is counter to Metro 2050 goals.	**Low** 4 bylaws use this approach

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
			may vary depending on the type of unit constructed (e.g. laneway house versus garden suite).		

3.5 Rental Residential Definitions

3.5.1 Metro Vancouver Current Practice

With respect to not-for-profit affordable rental housing, Metro Vancouver currently provides for DCC waivers for eligible developments. This reduction in DCCs, including eligibility requirements and administration details, is provided in separate DCC waiver bylaws for liquid waste and water services. Eligibility is based on various metrics:

- Development must be owned, leased, or otherwise held by a Not-for-Profit Society, BC Housing, CMHC, a Non-Profit Municipal Housing Corporation or a Registered Charity;
- Must be operated as rental housing for people who meet the eligibility requirement of the not-for-profit developer; and
- The operation of the housing must be governed by an agreement and/or covenant with the Province, BC Housing, CMHC or a municipality.

The reduction provided varies based on the percentage of dwelling units that are occupied by households with incomes at or below "Housing Income Limits", published by BC Housing:

- DCCs for all dwelling units are waived if at least 30% of the units are occupied by households which meet the above income criteria; or
- Only the DCCs for the dwelling units which are to be occupied by households which meet the income criteria will be waived if less than 30% of the units are occupied by eligible households.

An application for a waiver must be submitted to the Regional District to be eligible for the waiver or reduction.

Other purpose-built rental housing that does not meet the above eligibility criteria would be charged DCCs at the applicable low density, townhouse, or apartment rate.

3.5.2 Observations from Review of Local Practices

In general, reductions or waivers for not-for-profit rental housing are provided in separate bylaws, similar to Metro Vancouver. Eligibility is generally based on income threshold requirements. In some cases, varying percentages of reductions are provided based on the overall proportion of affordable rental properties included in the entire housing development.

Member jurisdictions have not provided for any reductions or separate discounted categories for purpose-built rental housing. It would appear that these units would be charged based on built form, floor space, or density, as applicable based on the municipality.

3.5.3 Observations from Provincial Best Practices Guide

Based on the guidance provided in the Best Practices Guide, waivers and reductions for certain types of development can be established in bylaws separate from the DCC bylaw. This separate bylaw does not require approval from the Inspector. The bylaw must clearly set out definitions and criteria for eligibility and specify the amount of reduction.

The guide notes that local governments should begin by reviewing their objectives for offering this financial assistance and whether these incentives would make a difference in development feasibility or support local government objectives. It is recommended that waivers and reductions should support policy objectives set out in the local government's planning documents.

3.5.4 Options for Consideration

Section 563 of the *Local Government Act* provides authority to local governments to provide assistance to not-for-profit rental housing developments and for-profit affordable rental housing by waiving or reducing DCCs. Based on the DCC Best Practices Guide, the intent of the legislation is that when DCCs are waived or reduced, the amount waived is to be funded by the existing development (i.e. exemptions or reductions are to be funded by existing tax/rate revenues).

For-Profit Affordable Rental Housing

While the Regional District has reductions for Not-for-Profit Rental Housing, consideration of reductions for For-Profit Affordable Housing should be provided. Affordable Housing is often defined based on income. This may require the by-law to provide different thresholds in each member jurisdiction. Establishing a by-law would be consistent with the goals set out in Metro Vancouver Housing's 10-year Plan. Note: any waivers or reductions provided cannot be funded by other forms of development and would need to be funded by taxpayers/ratepayers. Metro Vancouver has limited ability to establish reserves/reserve funds such as an Affordable Housing Reserve to offset foregone revenue.

Metro Vancouver is currently exploring an option to waive non-profit units in for-profit developments where it can be demonstrated that the units will be handed over to a non-profit organization upon project completion. A report is expected to go to the Committee/Board for decision in May 2025.

Purpose-Built Rental Housing – Market Rents

One of the key goals in *Metro 2050* is to provide diverse and affordable housing choices to meet the housing needs of lower income households. Although the legislation allows for reduced charges for affordable rental housing, it does not permit local governments to have a reduced charge for market-rental housing, even though increasing the supply of market-rent purpose-built housing may assist in reducing overall market rates.

One approach to including a reduced rate for purpose-built rental housing would be to establish a rate category through the DCC calculations. Establishing a separate development category with reduced rates for purpose-built rental residential developments may be difficult to justify. DCC development categories that are established in accordance with the DCC Best Practices Guide are based on the demand for services. For example, the DCC calculation for transportation services is typically based on vehicle trip generation. A single-detached unit or townhouse would typically generate a higher number of trips relative to an apartment. As a result, the roads DCC would be higher for single-family units and townhouses, relative to apartments. A purpose-built rental apartment may or may not have a different demand for services, relative to an owned apartment unit. As a result, rates for purpose-built rental development versus owner-owned and occupied developments may be similar. In order to establish a separate category with reduced rates for purpose-built rental developments, and to be consistent with the DCC Best Practices Guide, a lower demand for services would need to be determined and justified in the rate calculations.

Given the above discussion, providing for reduced rates for purpose-built rental housing which does not meet the not-for-profit rental housing or affordable rental housing definitions, would require changes to the DCC legislation by the Province. Providing local governments with the authority to provide discretionary exemptions or discounts on these types of developments would assist in the Province's goals of providing more purpose-built rental housing.

3.5.5 Evaluation of Options

The following table summarizes the evaluation of the options presented above:

Table 3-9
Metro Vancouver
Evaluation of Options – Rental Residential Units

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Status Quo (i.e. no special treatment of rental units)	**High** Current program supported by data availability.	**High** Current approach	**High** Assuming that rental housing units have the same demand for infrastructure as owned units	**Low** Current system does not incentivize rental unit development, a key objective of *Metro 2050*	**High** 20 bylaws use this approach
2. For-Profit Affordable Rental Housing Waiver	**High** Permitted by Provincial legislation.	**Medium** Additional administration for an expanded waiver program. Waivers provided would need to be funded by taxpayers/ratepayers (i.e. cannot be funded by other forms of development).	**Low** Development of rental units still provides for a demand for services. Providing a waiver for DCCs is counter to this.	**High** Assists in expanding rental housing, which is a key objective of *Metro 2050.*	**Medium** 5 bylaws use this approach
3. Establish Market Purpose-Built Rental Housing Category	**Low** Need to identify a difference in demand for services between owned and rental apartments.	**High** No additional administrative burden, would simply be an additional category in the DCC bylaws.	**Low** Would need to establish that rental housing units provide or a lower demand for services relative to otherwise equivalent owned units.	**Neutral** Dependent on calculated rates. If rates are lower this would support more rental development..	**Low** 0 bylaws use this approach

Chapter 4
Non-Residential DCC Policy Analysis

4. Non-Residential DCC Policy Analysis

4.1 Introduction

DCCs are a revenue tool utilized to recover the costs related to new infrastructure from the growth that drives the need for these works. As a result, there should be a rational nexus between the capital costs and the associated development which drives the need for services. Given that the *Local Government Act* provides the ability to vary DCCs by land use, a review of Metro Vancouver's current approach to allocating costs to non-residential development has been undertaken. The intent of this section to review various approaches to imposing DCCs for non-residential development. To inform this analysis and observations for the Regional District's consideration, a review of local practices of Metro Vancouver member jurisdictions was undertaken.

This section of the report provides observations and policy considerations on the following:

- Allocation of the non-residential charge to various types of development; and
- Approach to charges for agricultural development.

The discussion of the options for consideration herein align with the *Local Government Act* and the Province's DCC Best Practices Guide.

4.2 Allocation and Basis of Non-Residential Charge

4.2.1 Metro Vancouver Current Practice

Metro Vancouver currently imposes non-residential DCCs based on one rate for all types of development. The definition for non-residential use in the DCC bylaws is as follows:

> *"**Non-Residential Use**" means any building or structure or any portion of any building or structure that is not Apartment Dwelling Unit, Residential Lot Development Unit or Townhouse Dwelling Unit but for greater certainty, does not include any portion of any Residential Use building or structure that is not part of a Dwelling Unit and is used or is intended to be used solely for the purpose of gaining access to and from Dwelling Units, solely for the maintenance of the*

building or structure or solely by the occupants of the Dwelling Units in the building or structure;

Based on the above definition, non-residential uses, including industrial, commercial, office, institutional, and agricultural uses are all charged a uniform rate.

Non-residential development is charged based on square feet of Floor Area, which is defined as follows:

*"**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;

4.2.2 Observations from Review of Local Practices

4.2.2.1 Allocation of Charge

Based on a review of the practices of member jurisdictions in the Regional District, most jurisdictions across Metro Vancouver provide for a breakdown of the non-residential charges into sub-categories. The only jurisdictions which provide for a uniform non-residential charge are Bowen Island Municipality and the District of West Vancouver (note: Bowen Island's bylaw was passed in 1998, and West Vancouver's bylaw was passed in 1993).

Of the jurisdictions which provide for a sub-categorization of non-residential uses, there are a number of observed practices. The most common categorization is separate rate categories for industrial, commercial, and institutional (e.g. Burnaby, Coquitlam, Delta, City of Langley, etc.). Certain jurisdictions provide further sub-categorizations of these three categories. Some examples include the following:

- **Township of Langley:** a further subcategorization of the commercial rates is provided based on the floor area of the development, such that smaller first storeys (i.e. less than 3,700 square metres) are charged a higher rate per square meter.
- **City of Maple Ridge:** further breakdowns are provided for commercial and institutional developments. With respect to commercial development, the first floor of a building is charged a higher per-square-metre charge than any additional floors of that development. Institutional development is sub-categorized between municipal and non-municipal development. Based on the schedule of charges, DCCs are not imposed on municipal buildings.
- **City of New Westminster:** the commercial category is further subcategorized into retail versus office development, however, only the water and sewer charges vary between the two types of development. The same charge is imposed on office and retail developments for all other services.
- **City of Port Coquitlam:** industrial development is subcategorized between general/light industrial versus heavy industrial. Heavy industrial development is charged on a per hectare of total site area basis, whereas general/light industrial is charged on a per square metre of gross floor area basis.
- **City of Port Moody:** non-residential DCCs are categorized by industrial, commercial general/institutional and commercial development within a transit-oriented development area. The charges for all services vary between the general commercial and commercial within a transit-oriented development area categories.
- **City of Richmond:** industrial development is categorized between light industrial and major industrial. DCCs for light industrial are imposed based on a per square foot of building area basis, whereas major industrial developments are charged based on a per acre of gross site area basis.
- **Translink:** a differential charge is provided for commercial development between retail/service and office development.
- **City of Vancouver:** differential charges are provided for industrial, mixed employment (light industrial), commercial/other, and school uses (note: other institutional uses are charged $10 per building permit).

The following table summarizes the approaches utilized by member jurisdictions across Metro Vancouver:

Table 4-1
Metro Vancouver
Summary of Non-Residential Categorization

Non-Residential Charge Categorization	Uniform Non-Residential Rate	Industrial, Commercial, and Institutional	Industrial, Commercial, and Institutional, with further Subcategorization
Number of Jurisdictions Utilizing the Methodology	2	9	8*

*Includes Translink
Note: the Village of Anmore does not impose non-residential DCCs

Note: commentary on agricultural definitions and practices is provided in Section 4.3 of this report.

Definitions for the various non-residential uses for many member jurisdictions are based on uses permitted under the zoning bylaw of those jurisdictions. Others provide for more specific definitions in the DCC bylaw as to what types of uses constitute industrial, commercial, and institutional development, as applicable.

4.2.2.2 Allocation Between Categories (by service)

Where jurisdictions have provided for a breakdown of the DCCs by land use, the DCC for each service may or may not vary between the various land uses. For example, in the City of Burnaby, the DCCs for water, sewer, and fire are the same amount for commercial and institutional development, but varies for all other services. Similarly, in the City of Langley, although there is a breakdown in the DCC bylaw provided for industrial, commercial, and institutional development, the DCC per square metre is the same for all services for commercial and institutional development. This approach essentially provides for two rate categories; industrial and non-industrial.

Of the member jurisdictions which provide a breakdown of non-residential land uses into industrial, commercial, and institutional, all of the transportation/roads charges vary between the land uses for each jurisdiction. With respect to all other services, some jurisdictions provide for common charges across the land uses, whereas others provide for differentiated charges.

4.2.2.3 Basis of Charge

Most jurisdictions within the Regional District impose non-residential DCCs on a per square metre/square foot of floor area basis. Some jurisdictions impose industrial DCCs on a site area basis. For example, the City of Port Coquitlam charges for heavy industrial on a per hectare of total site area basis. Similarly, the City of Richmond imposes charges for major industrial development on a per acre of gross site area. The City of Surrey imposes charges on all industrial development on a per acre of developed area basis.

4.2.3 Observations from Provincial Best Practices Guide

4.2.3.1 Allocation of Charge

The Best Practices Guide notes that DCCs can be varied by type of non-residential use, which typically includes the following:

- Commercial (can be further subdivided into service commercial or office commercial);
- Industrial (can be further subdivided into light industrial and heavy industrial); and
- Institutional (can be further subdivided into facilities such as schools, hospitals, or universities).

The Guide notes that the approach of categorizing non-residential development into different land uses may result in fairer charges and may promote more efficient land development. The land use categories in a DCC bylaw should reflect the various development patterns and the relative demand for services, however, the level of breakdown (i.e. number of rate categories) needs to be considered against the increase in complexity related to the administration of the DCC bylaw. It is important to balance the principles of fairness and equity with the benefits of simplicity.

The Guide notes that the categories of land uses should be generalized and should not reference zoning designations in the Zoning Bylaw, given that these designations frequently change.

The recommended best practice for non-residential development is to provide for a breakdown of categories which recognizes major differences in the relative impact on services. This breakdown can be provided for some or all DCC services, based on the relative demand for the specific service. The allocation to the various categories provides for an equitable nexus between the growth-related capital costs and the relative demand for those costs.

4.2.3.2 Basis of Charge

The Best Practices Guide notes that with respect to non-residential development, the charge can be imposed on either a square metre/square footage of gross building area or hectares/acres of gross site area. Another acceptable approach is to calculate the charge based on the number of employees, utilizing a floor space per worker assumption.

4.2.4 Options for Consideration

The use of a uniform non-residential rate provides for easier administration of the DCC bylaw given that interpretation of bylaw definitions for the various types of non-residential developments is not required. However, given that different types of non-residential uses may give rise to a different need for services or infrastructure, the Regional District may consider a further breakdown of the non-residential category into sub-categories. The authority to vary the DCC rates with respect to different uses is provided through Section 564(3) of the *Local Government Act*.

Based on the survey of local practices, the Regional District may consider the following sub-categories of non-residential development:

- Industrial, commercial, and institutional development
- Industrial versus non-industrial development
- Separate category for agricultural development (discussed in further detail in Section 4.3).

Note: given the varied definitions of sub-categories and the number of member jurisdictions in the Regional District, it is not recommended that the categories be segregated further beyond basic sub-categories.

Although Metro Vancouver can review additional categorizations of non-residential uses, the above options are those that are most commonly observed in other jurisdictions. Based on the DCC Best Practices Guide, a suitable breakdown of non-residential land uses should be based on a recognition of differential impacts on infrastructure and services. In order to provide a breakdown between different non-residential uses, a rational nexus between the impact of different classes of development and how they relate to the demand for the various services must be established. The allocation of DCCs between the various categories should be based on statistical data such as consumption or volume information for water and wastewater.

With respect to commercial and industrial developments, the impact on water and wastewater demands within the respective categories can vary significantly based on the specific type of development. Given that broad averages are utilized to calculate DCCs, the actual impact of specific developments may vary. For example, a food processing plant may generate much higher water usage relative to a similar-sized logistics/warehousing facility, which would both otherwise be charged an industrial or non-residential rate. The trade-off between using broad categories and ease of administration should be considered when Metro Vancouver is reviewing whether to provide for further sub-categories for non-residential uses.

If a recategorization of the non-residential rates is undertaken by the Regional District, a reallocation of rates between different types of non-residential development would occur. Based on the review of local practices, when jurisdictions provide for a breakdown between industrial, commercial, and institutional (or a similar variation), the industrial DCCs are generally lower than the other non-residential land uses. Given that one of the goals of *Metro 2050* is to support a diverse economy and to protect the supply of industrial lands, a lower DCC for industrial development may help support this goal.

If Metro Vancouver elects to provide for a further specification of non-residential land uses, additional definitions will be required in the bylaw to identify what constitutes the various uses (e.g. industrial, commercial, etc.). Some member jurisdictions define the various non-residential uses based on zoning designations in the zoning bylaw, however, DCC rates specified by land use zones would be difficult to achieve for the Regional District, given the different zoning categories utilized by the member jurisdictions. Sample definitions based on land use are provided in Section 4.2.6 below.

With respect to the allocation of DCCs across the land uses by service, Metro Vancouver will need to undertake an engineering review to determine whether there is a difference in the water and liquid waste flows across the region with respect to the different land use categories. For example, if there is a significant difference in flows for industrial development versus commercial development for water, but not for liquid waste, the Regional District may want to consider allocating the charge across land use types for water. In this example, liquid waste DCCs could be imposed on a uniform basis across all non-residential uses, given that there is no rationale in establishing different rates for the different land uses, based on flow data.

In addition to the allocation of the non-residential charge, the Regional District can also consider the basis of the charge. Although a majority of member jurisdictions impose non-residential DCCs on a per square foot/square metre of floor area basis, there are some examples where industrial uses are charged on a site area/parcel area basis. Charging on a site area basis is more common for industrial uses given that they are predominantly single storey developments. It is unclear whether parcel area for industrial development is linked to demand for infrastructure or services, given that a building with a small footprint and a relatively lower demand for infrastructure can be built on a large parcel of land.

4.2.5 Evaluation of Options

The following table provides an evaluation of the various options discussed above:

Table 4-3
Metro Vancouver
Evaluation of Options – Allocation and Basis of Non-Residential Charge

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Status Quo (One non-residential category)	**High** Current approach	**High** Current approach is simple and easy to administer	**Low** Does not equitable capture the demand for infrastructure related to different land uses.	**Low** Industrial and agricultural development can have very large building footprints are charged the same rate as commercial buildings, but do not have the same impact on infrastructure demand. Supporting industrial and agricultural development is an objective of *Metro 2050.*	**Low** 2 bylaws use this approach
2. Categorize non-residential development between industrial, commercial, and institutional	**High** Development projections for these three categories are generally readily available at the regional level	**High** Aligns with approach taken by most member jurisdictions and TransLink.	**High** More closely aligns the type of development with the demand for infrastructure	**High** In general, industrial and agricultural developments tend to pay a lower charge per square foot when a differentiated non-residential charge is utilized. This would assist in supporting the objectives of *Metro 2050.*	**High** 17 bylaws use this approach
2a. Further sub-categorize commercial or industrial	**Low** further subcategorizations may be difficult to implement based on data availability limitations at the regional level.	**Low** additional subcategorizations would require additional interpretation of bylaws and can be problematic when uses change over time.	**High** subcategorizations may provide for a more direct link between development and relative impact on services and infrastructure.	**Neutral**	**Medium** 8 bylaws use this approach
2b. Impose industrial rates on a parcel area basis	**Low** There may be challenges with respect to data availability at the regional	**Medium** Straightforward approach in calculating and imposing DCCs.	**Low** unclear whether parcel area is linked to demand for services or infrastructure.	**Neutral**	**Low** 2 bylaws use this approach

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
	level on development projections.				

4.2.6 Sample Definitions from Translink DCC Bylaw

The following table provides the definitions utilized in the Translink DCC bylaw. Although Translink provides for a further differentiation of retail/service versus office developments in the commercial categorization, similar definitions could be developed for Metro Vancouver.

Table 4-4
Metro Vancouver
Sample Definitions for Industrial, Commercial, and Institutional Development

Category	Sample Definition
Industrial	“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;
Commercial	“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; “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;

Category	Sample Definition
	(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
Institutional	"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.

4.3 Approach to Charges for Agricultural Development

Agricultural development refers to non-residential buildings or structures used for agricultural production and/or located on agricultural lands such as such as greenhouses, retail nurseries, manufacturing and processing plants for agriculture related products, intensive indoor livestock facilities, and non-farm commercial businesses related to agriculture.

Agricultural development is a unique sector that is not easily compared to other non-residential uses. Structures such as greenhouses may have very large building footprints but do not place the same burden on infrastructure that a building of similar size would if it were a commercial or industrial facility. For example, most agricultural lands are outside of regional sewerage areas and many greenhouses actively apply systems to reduce and re-use water. Wherever possible, agricultural producers generally seek to avoid connections to municipal/regional water and instead use non-potable water sources (such as water from rivers or streams, or rainwater collection). These types of alternative water sources would not be available to other non-residential uses such as commercial, industrial, or institutional developments and therefore, special consideration for agricultural development in the region is needed.

4.3.1 Metro Vancouver Current Practice

Agricultural development is currently being charged the Regional District's uniform non-residential rate that is imposed for all non-residential uses.

Note: The Regional District's Finance Committee has directed staff to develop an interim DCC reduction bylaw for agricultural developments that have a low environmental impact for Board consideration in Spring 2025. Note: this approach could potentially be utilized and applied to other types of non-residential development in the future.

4.3.2 Observations from Review of Local Practices

The City of Delta and the City of Pitt Meadows provide for an intensive agriculture rate within their DCC bylaws. These rates are significantly lower than the rates for the other non-residential categories. The definitions for agricultural development (i.e. intensive agriculture) for these two municipalities is as follows:

- **City of Delta:** greenhouses, retail nurseries, manufacturing, and processing plants for agriculture related products, facilities used for intensive livestock operations, and commercial businesses located within the Agricultural Water Rate Area. Produce stands, temporary uses (less than 6 months) and retail less than 100 square metres shall not be considered Intensive Agriculture. The measurement unit for Intensive Agriculture is square metres of gross floor area. The calculation of gross floor area which is measured from the outside edge of all exterior walls, less the area used for parking of motor vehicles and bicycles within the gross floor area as identified in the building permit application. For Intensive Agriculture, where a sewer connection is required to a municipal system, the Industrial sewer DCC rate shall apply
- **City of Pitt Meadows:** greenhouses, retail nurseries, manufacturing and processing plants for agriculture related products, facilities used for intensive livestock purposes, and commercial businesses located within agricultural zones. Produce stands, temporary uses (less than 6 months) and retail less than 100 square metres will not be considered intensive agriculture.

The following table provides a summary of the services for which a DCC is imposed for agricultural development within these two municipalities:

Service	Delta	Pitt Meadows
Roads		✓
Water	✓	✓
Sewer		
Drainage	✓	✓
Parks		

The Cities of Richmond and Surrey denote agriculture/agricultural development within their schedule of charges as a discrete category of development. No DCCs are imposed for these developments, based on the schedules of charges.

With respect to other member jurisdictions, there is no category of charges for agricultural development, therefore it would appear that agricultural charges don’t apply in these member jurisdictions.

4.3.3 Observations from the Provincial Best Practices Guide

Although the DCC Best Practices Guide does not provide any guidance on the treatment of agricultural development, the guide does note that non-residential DCCs should recognize major differences in demand for services. A separate category for agricultural development could be established if there is statistical data which supports a difference in demand for services. This approach would appear to be consistent with the approach taken by certain member jurisdictions (e.g. Richmond, Pitt Meadows, Delta, and Surrey), whereby there is no demand for services for agricultural development.

4.3.4 Options for Consideration

Given the nature of their use, certain agricultural developments may provide for a smaller relative demand on infrastructure relative to similar sized developments of other uses. Some agricultural developments utilize rainwater collection for their operations and therefore do not require the commensurate amount of water as other non-residential uses. Further, agricultural developments are not currently incorporated into the growth projections utilized in the DCC calculations. Given these considerations, charging these developments based on the uniform non-residential rate may not be equitable. Further, the financial impact of the non-residential DCC imposed on agricultural development may prevent agricultural development within the region, which does not support one of the key strategies of *Metro 2050* to protect and strengthen agricultural viability.

Metro Vancouver may consider establishing a separate agricultural development category and impose a reduced rate which reflects the relative impacts on infrastructure for these types of development. In order to impose a reduced rate under this category, statistical information and details on the lower demand for services will be required to establish lower shares/allocations of growth-related costs for these developments. Further, a definition for what constitutes an agricultural development will be required in the DCC bylaw.

As part of the next DCC bylaw update, the Regional District could continue to provide for a waiver or reduction for agricultural development that meet specific criteria for low environmental impact. Note, the Regional District is currently developing a DCC reduction bylaw as an interim measure, however, this may be considered as an approach to continue for the DCC bylaw update. Requiring agricultural developments to prove they are meeting specific criteria with respect to a low environmental impact, and thus a lower demand for infrastructure, may provide for a more equitable allocation of DCCs. Given that certain agricultural developments may have significant water use, charging these developments a reduced rate through a separate category may not provide for an equitable allocation of rates.

4.3.5 Evaluation of Options

The following table provides a summary of the information provided above relative to the evaluation framework.

Table 4-6
Metro Vancouver
Evaluation of Options –Agricultural Development

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member jurisdictions
1. Continue to provide a waiver/ reduction of DCCs for agricultural development that have a low environmental impact	**Medium** Limited data availability on agricultural water use and demand on infrastructure	**Low** Additional staff time/resources required to administer DCC. Funding of the reduction/waiver is required from Regional District's taxes/rates.	**High** Development that can prove a low environmental impact will not have a large burden on capital infrastructure.	**High** Waiver will assist in supporting agriculture development, a key objective of Metro 2050.	**Low** 0 bylaws use this approach
2. Develop a separate DCC category for agricultural development	**Medium** Limited data availability on agricultural water use and demand on infrastructure	**High** Straightforward to administer. Would require communication with members about the new approach.	**High** Assuming these developments have a lower relative demand for infrastructure, DCC rate will be consistent with the impact on services these developments will have, relative to other non-residential uses.	**High** Assists in supporting agriculture development, a key objective of Metro 2050.	**Low** 4 bylaws use this approach (note: excluding jurisdictions that do no charge agricultural developments)

Note: Metro Vancouver could consider combining both of the above options by developing a separate category for agricultural development and also provide a waiver for agricultural developments that have a low environmental impact.

Chapter 5
Area-Based DCC Rates Policy Analysis

5. Area-Based DCC Rates Policy Analysis

5.1 Introduction

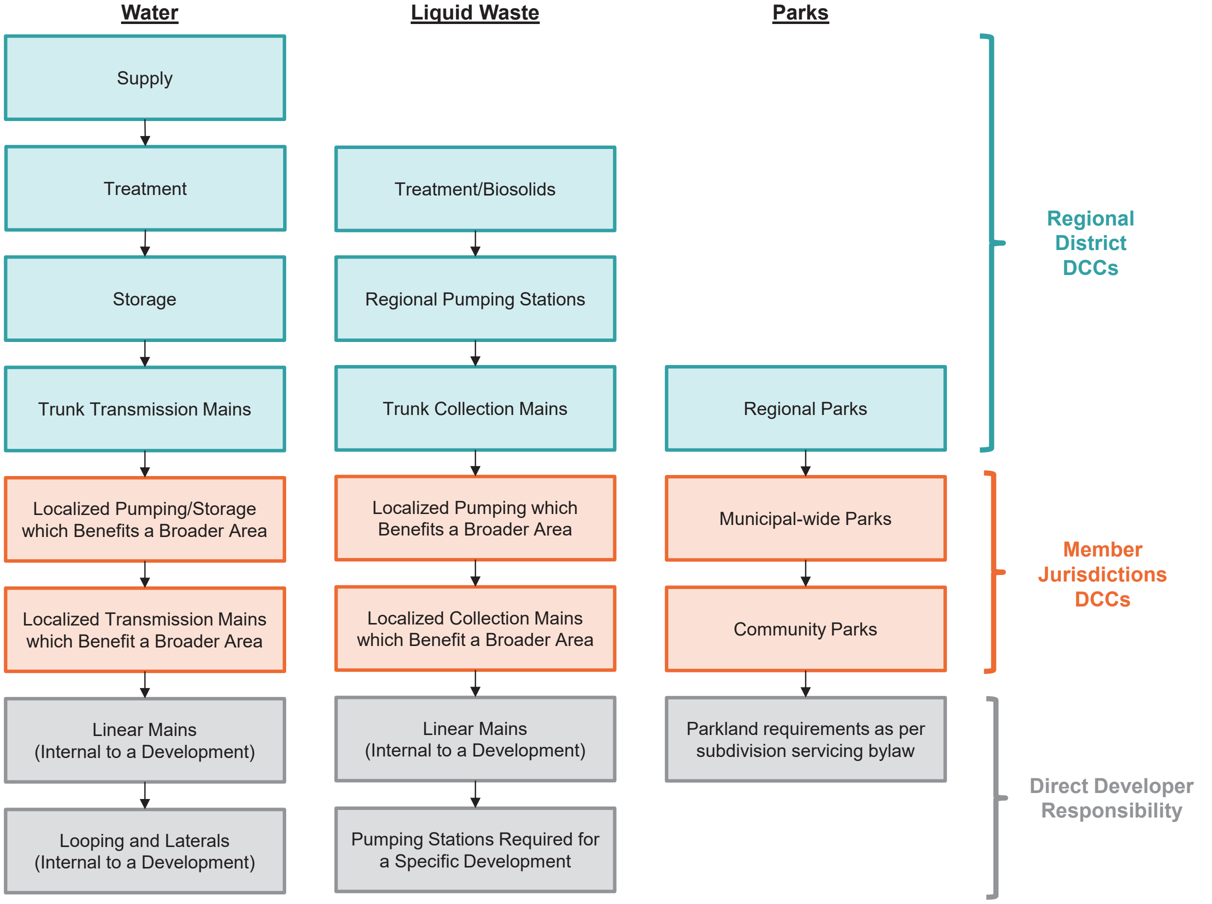
A review of the allocation of DCCs across geographic areas has been undertaken to assess if Metro Vancouver DCC policies could potentially better align with the goals of *Metro 2050,* the regional growth strategy. A key principle of Metro 2050 is to direct growth towards Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors. The use of an area-based rate could potentially support this goal; however, there are trade-offs to consider.

Given that the *Local Government Act* provides the ability to vary DCCs by area, a review of Metro Vancouver's current approach to allocating costs across the Regional District has been undertaken. The intent of this section is to review whether Metro Vancouver is utilizing an approach that equitably allocates costs among the various geographic areas, given their relative demand for infrastructure and services. To inform this analysis and observations for the Regional District's consideration, a review of local practices of Metro Vancouver member jurisdictions was undertaken. Further, the DCC Best Practices Guide was reviewed to ensure that the current and recommended approach aligns with the guidance provided.

5.2 Hierarchy of Capital Infrastructure

Figure 5-1 below provides for the hierarchy of water, liquid waste, and parks infrastructure. The schematic has been broken out into components (denoted by the different colours) based on current practices, as described below.

Figure 5-1
Metro Vancouver
Hierarchy of Capital Infrastructure and Recovery of Costs



Developer Responsibility (grey) – these costs are generally related to the localized mains or roads installed by a developer and are usually internal to the subdivision. The servicing requirements are enforced through member jurisdictions' subdivision servicing bylaws. The costs to undertake this servicing is the direct responsibility of the developing landowner.

Member Jurisdictions DCCs (orange) – these costs are related to infrastructure which benefit a broader area within a member jurisdiction. This could include infrastructure items such as pumping stations, transmission mains, roads external to a development, and community parks. The growth-related capital costs related to these items would be recovered through DCCs imposed by the respective member jurisdiction.

Regional District DCCs (blue) – these costs are the broader system costs related to infrastructure provided by the Regional District. This includes treatment plants, large trunk distribution/collection mains, regional parks, etc. This larger order infrastructure is generally built to benefit multiple member jurisdictions as follows:

- **Water:** the Regional District has two treatment plants which service the entire region. There are also major trunks which service multiple member jurisdictions as treated water from the treatment plant is distributed across the Regional District. Generally, this regional infrastructure functions as a broad network and capital works are built to benefit multiple member jurisdictions.
- **Liquid Waste:** Regional infrastructure includes the five regional treatment plants, related treatment infrastructure, and sewers and related works which support the collection of sewage from the various jurisdictions. Generally, this regional infrastructure is built to service one of the four sewerage districts. Where costs are incurred to benefit multiple sewerage districts, Metro Vancouver has implemented a tiered system of growth-related costs to allocate costs equitably among the four areas.
- **Regional Parks:** Metro Vancouver provides a number of Regional Parks throughout the District which service a broader area than neighbourhood parks or community parks. The nature of the regional parks system incorporates features such as camping, canoeing, fishing, horseback riding, hiking, etc., which are activities that draw in residents from various jurisdictions. .

5.3 Metro Vancouver Current Practice

DCCs for water and parks services are calculated and recovered from new growth on a Regional District-wide basis (i.e. uniform rates across Metro Vancouver).

Liquid waste DCCs are differentiated based on the four sewerage areas in Metro Vancouver: Fraser, Lulu Island West, North Shore, and Vancouver.

Growth-related costs for liquid waste are apportioned between the four (4) sewerage areas based on the Greater Vancouver Sewerage and Drainage District Cost

Apportionment Bylaw. The following provides a summary of the three (3) categories of growth-related projects and how the costs are allocated/funded between the areas:

- Tier I: costs related to a specific sewerage area (e.g. sewer interceptors, pumps and works that support the collection of sewage from municipal networks to convey flows to the treatment plants)
    - 100% of the costs are recovered from growth within the sewerage area to which the work relates
- Tier II: costs related to the five (5) regional treatment plants
    - 30% of the costs are funded from the local sewerage area;
    - 70% of the cost is shared across the entire Regional District based on population growth.
- Tier III: capital infrastructure upgrades of treatment plants to tertiary treatment, and resource recovery projects at the treatment plants
    - 100% of the costs are shared across the entire Regional District based on proportion of population growth.

Based on the allocation of the various tiers of growth-related costs, each sewerage area is subject to a differentiated rate based on their share of Tier I, II, and III costs divided by the population growth in the area.

5.4 Observations from Review of Local Practices

Most of the member jurisdictions impose DCCs on a jurisdiction-wide basis and only differentiate the charge based on geography in specific instances. The following provides a summary of those instances across the Regional District:

- **Delta:** only transportation DCCs are imposed for industrial uses on Annacis Island, given that growth within this area would only impact transportation-related infrastructure.
- **New Westminster:** DCCs are calculated separately for the Mainland and Queensborough areas of the City. The growth forecast and capital needs for the two areas have been identified separately to develop the DCC rates.
- **Port Coquitlam:** parkland acquisition and development cost charges are calculated based on two different areas (Area 1 and Area 2 as outlined in the DCC bylaw). All other services are calculated on a City-wide basis.

- **Port Moody:** charges are differentiated for multi-family homes and commercial development within a transit-oriented development area. Within the transit-oriented development area, DCCs for sewer, drainage and parks are higher whereas DCCs for roads are lower (note: there is no DCC imposed for water services).
- **Richmond**: additional DCCs are applied in the Alexandra Area for all services.
- **Surrey:** City-wide charge is imposed in addition to area specific rates for various areas across the area. For example, development in the City Centre area is subject to the City-wide DCC in addition to a charge for property acquisition for the road network.
- **City of Vancouver:** City-wide charges are imposed for all services. In addition, there are area-specific rates for certain areas within the City. These are for projects related to specific development areas, which are mapped out in the City's DCC bylaw.

5.5 Observations from Provincial Best Practices Guide

The Province's DCC Best Practices Guide denotes that a jurisdiction-wide and an area-based approach are both acceptable, however whichever approach is taken should support the principle of fairness and equity. Considerations in choosing between the two options include: ensuring a relationship between those who pay the DCC and the benefiting users, the administrative burden associated with numerous area-specific charges, an equitable and fair distribution of costs, funding flexibility, the desire to support growth in cost effective areas, etc. The following summarizes some of the key factors when considering whether to implement a jurisdiction-wide or area-based charge:

- When there are significant differences between the various areas (e.g. projected development or costs of developing land), then consideration should be given to area-based rates.
- With respect to area-based rates, there is a trade-off between increased fairness and equity for simplicity and administrative burden.
- Identifying specific projects which benefit development areas can be a difficult task. This is an important consideration at the regional level where infrastructure benefits a broader area. It would be challenging to allocate regional DCC

projects between Urban Centres and General Urban areas. Further analysis would need to be undertaken to determine the feasibility of this approach.
- Jurisdiction-wide DCCs provide for a steady and more predictable collection of DCC revenues, which leads to increased funding flexibility.

The DCC Best Practices Guide also provides specific considerations with respect to each DCC eligible service. With respect to water, liquid waste, and parkland, the following table summarizes the guidance provided:

Table 5-1
Metro Vancouver
Summary of Guidance from Provincial Best Practices Guide

Service	Area-Based DCCs	Jurisdiction-wide DCCs
Liquid Waste	• May be appropriate for linear infrastructure, if the capital costs and the development necessitating them can be easily defined within a geographic area.	• Often used for DCCs related to liquid waste plant infrastructure, recognizing that central plants provide a broad benefit.
Water	• May be appropriate for linear infrastructure, if the capital costs and the development necessitating them can be easily defined within a geographic area.	• Often used for DCCs related to water plant infrastructure, recognizing that central plants provide a broad benefit.
Parkland	• Creates unnecessary administrative burden and limits funding flexibility.	• Residents in one neighbourhood are not limited to parks in their immediate area. • Also provides reduced administrative effort, simplicity and funding flexibility

Given the nature of the capital costs for liquid waste, it is appropriate that Metro Vancouver implements an area-based rate for this service based on sewerage area. For other regional services, it is not recommended to implement area-based rates given the nature of the capital works and the difficulty in establishing benefiting areas for these ‘network’ based services.

5.6 Options for Consideration

As part of this DCC policy review, Metro Vancouver is reviewing how DCC policies can better align with the goals of *Metro 2050.* A key principle of the document is to direct growth towards Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors. The use of an area-based rate could potentially support this goal, if further analysis supports this.

A uniform DCC provides for a more straightforward approach to calculating and implementing charges across the Regional District, however it provides limited incentives for developers to focus on areas which are already serviced or can be serviced at low cost. In theory and based on the guidance provided in the Best Practices document, DCCs could be used to encourage development in urban centres if costs differ significantly between areas, and if those costs could be isolated for the various growth areas. The following list provides for a few reasons why costs may differ by area:

- Distance from major facilities (e.g. length of trunk to sewage treatment plans will vary);
- Capacity may already be available in existing infrastructure; and
- Service levels may vary among developments.

Although an area-based DCC is feasible with highly localized works, this would be difficult to put into practice for services where the infrastructure is not restricted to one specific area and is part of a larger network, as is often the case with regional water and liquid waste infrastructure.

In addition, with area-based DCCs, some areas would potentially pay very high DCCs, while others would pay much lower rates for what may be similar types of development. As these developments occur in similar housing/non-residential markets, varying DCC amounts could place the higher charge areas at a competitive disadvantage. As a result, development opportunities may be difficult in certain areas due to development costs and hence, may restrict overall growth.

Area-based rates may be better utilized for services where there is a strong connection between the capital works and those who benefit from the capital works (restricted use), a clear service boundary, different levels of service between the boundaries, and an ability to support infrastructure costs/debt charges without the pooling of funds.

In general, with fewer charge areas, there is a more predictable pool of DCC funds to finance infrastructure projects. An area-based approach to DCCs may result in increased reliance on alternative sources of financing, including debt due to the inability to pool funds. In other jurisdictions, if development occurs slower than projected, jurisdictions have the option to delay construction until DCC funds are available or fund the shortfall from taxes. With respect to Metro Vancouver's context, delaying construction is often not an option given that the infrastructure must be in place prior to development occurring. Debt is often utilized to fund these works, however, if there is slower than anticipated growth, any DCC shortfalls must be funded through rates/taxes. Utilizing area-based rates further limits the Regional District's financial flexibility, given that there is a smaller pool of funds for any given capital project within a specific area.

Further, identifying infrastructure that specifically benefits urban centres may not be feasible given the broad nature of Metro Vancouver's infrastructure (e.g. large trunk mains that service multiple jurisdictions and geographies). The demand for Regional District infrastructure (e.g. treatment plants and large trunk mains) is more directly related to the flows generated by the number of people/employees in each member jurisdiction versus the density or built-form of a specific area.

Attempting to impose an area charge potentially causes equity issues in transitioning from a jurisdiction-wide approach to an area- based approach. For example, if all services were now built (and funded) within Area A (which is 75% built out) and this was funded with some revenues from Areas B and C, moving to an area-rating approach would see Area A contribute no funds to the costs of services in Areas B and C. The DCCs would be lower in Area A (as all services are now funded) and higher in Areas B and C. As well, funding shortfalls may then potentially encourage the Regional District to provide less services to Areas B and C due to reduced revenue.

5.6.1 Infrastructure Requirements in Infill/Intensification Areas

Based on specific regional circumstances, there may be differences in the nature of capital works required for infill/intensification growth versus greenfield growth. With regard to water and liquid waste infrastructure, it is recognized that there would be some benefit to the existing community for projects that are required to service intensification growth within existing urban areas. There are often deficiencies in the existing infrastructure that would need to be addressed in conjunction with the growth-related works required for intensification. For these projects, a benefit to the existing community would relate to one or more of the following:

- Upgrades to the existing system;
- Upgrades to alleviate existing capacity deficiencies;
- Facilities that are required to maintain an adequate level of service to existing users; and
- Infrastructure required to fulfill critical security/redundancy requirements.

This is in contrast to infrastructure that is primarily located in greenfield areas, where there would be limited non-growth-related components as part of the capital works. If there are existing capacity constraints and issues in the existing system, the works that would be required for growth in infill areas may require higher deductions related to benefits to the existing community. Where an existing pipe needs to be upsized to accommodate new growth, a deduction to recognize the benefit to the existing community would generally apply, given that the existing residents/employees would benefit from the asset management related replacement of the existing pipe.

Further to the above, the Regional District should assess the relative costs of servicing growth in greenfield versus intensification/infill areas. Although from an operating cost perspective there are economies of scale, a higher proportionate share of upsizing costs will be placed on existing users due to the replacement of existing assets. In certain instances, the costs can be higher to provide new infrastructure in existing areas versus greenfield areas.

With respect to regional parks, imposing an area-based rate may have the opposite intended effect, where growth in urban centres may pay higher DCCs than greenfield areas. Given that growth in urban centres/transit-oriented areas tends to be high-density development, there is generally a greater demand for parkland[1]. Given this higher relative demand for services, the DCC per capita may be higher in these urban/high-density areas. This would be counter to the goals of *Metro 2050* and the intent behind imposing area-based rates.

[1] In general, low density developments tend to include green space/yards on the lot, providing for private recreation opportunities. High-density condominium/apartment buildings do not tend to have this private space, which leads residents of these buildings to seek out public parks/green spaces.

5.7 Evaluation of Options

The following table provides an evaluation of area-based rates for urban centres or transit growth areas. Note, based on the above, it is recommended that Metro Vancouver continue with its current approach.

Table 5-3
Metro Vancouver
Evaluation of Options – Area-Based Rates for Urban Centres/Transit Growth Corridors

Option	Implementation	Administration	Link to Infrastructure Demand	Alignment with Metro 2050	Alignment with Member Jurisdictions
1. Status quo	**High** Current approach	**High** Current approach is straightforward to administer and implement.	**Medium** Difficult to establish a direct nexus between the cost of infrastructure and development in urban centres given the regional nature of Metro Vancouver's infrastructure.	**Low** Uniform rates do not incentivize growth in urban centres/transit growth corridors, a key objective of *Metro 2050.*	**High** 19 bylaws use this approach
2. Develop Area Based Rates for Urban Centres/ Transit Growth Corridors	**Medium** Data not currently available, further analysis needed.	**Low** Metro Vancouver does not collect the Regional DCCs. Must rely on member jurisdictions to collect and remit the charges which places the burden of understanding and administering the DCC on member jurisdictions. Additional area based charges would further complicate the application of DCCs on new development.	**Low** No clear link between the cost of regional infrastructure and proximity to transit/urban centres.	**High** A differentiated rate (assuming the rate is lower for urban centres) would incentivize growth in these areas, which is a key objective of *Metro 2050.*	**Low** 1 bylaw uses this approach*

*Note: related to Port Moody's transit oriented development area DCC category for multi-residential development greater than 6 storeys. The DCC per square metre is higher than multi-residential development outside or a transit-oriented development area up to 6 storeys.

Chapter 6
Concluding Remarks

6. Concluding Remarks

The purpose of this report was to review Metro Vancouver's current DCC policies and provide various options for the Board's consideration. The options provided have been reviewed with respect to:

- Legislative requirements;
- Current practices of member jurisdictions;
- Guidelines from the Provincial DCC Best Practices Guide; and
- Consideration of DCCs in the regional context.

Subsequent to the filing of this report, the Board will consider the various options for further review and analysis as part of the broader scope of work related to the update of the DCC calculations and bylaw.

Appendices

Appendix A
Policy and Legislative Framework

Appendix A: Policy and Legislative Framework

A.1 Introduction

This section provides an overview of the local government planning framework and the key legislation and supporting documents that provides local governments with the authority and guidance to impose DCCs.

A.2 Capital Funding Framework

DCCs (or development cost levies (DCLs) in the City of Vancouver) are one tool that local governments in British Columbia can utilize to assist in funding growth-related capital needs. The following provides an outline of the municipal planning framework, and how DCCs fit into the overall framework

A.2.1 Local Government Planning Framework Overview

Local governments have the ability to prepare an Official Community Plan (OCP), or Official Development Plan for the City of Vancouver, which describes the objectives and policies that guide decision making with respect to planning and land-use management.

Once an OCP is established, a local government may undertake a detailed growth forecasting exercise to determine how and where the jurisdiction will grow. This forecast may identify population, housing, and employment targets. Metro Vancouver prepared *Metro 2050* which is the regional growth strategy. This report provides the Regional District's shared vision of how projected population, housing and job growth will be managed to 2050 for all member jurisdictions within Metro Vancouver. Metro Vancouver also produces regular updates to population and dwelling unit projections to support regional and member jurisdiction planning.

After local governments understand how and where they will grow, infrastructure strategies or plans may be prepared to identify the specific capital needs required to support growth in the communities.

Once the growth and infrastructure projects to support that growth have been identified, DCC bylaws can be prepared to allow for development to pay for the growth-related capital costs. The following schematic provides a summary of the local government planning framework:

Figure A-1
Local Government Planning Framework

A.2.2 Capital Funding Sources in British Columbia

The following subsections summarize the main funding sources that local governments in BC can utilize to pay for growth-related capital expenditures.

A.2.2.1 DCCs/DCLs

The Local Government Act (LGA)[1] (further described in Section A.3) is the primary legislation which provides local governments in BC with the authority to impose DCCs and to prepare a bylaw.

Prior to 2023, DCCs could be collected for sewage, water, drainage, transportation facilities, and parkland improvements. The LGA was amended in 2023 to include fire facilities, police facilities, and solid waste and recycling facilities as eligible services. The City of Vancouver can also impose DCCs for Affordable Housing and Childcare services through their Charter.

DCCs may be applied on a municipal-wide basis (i.e. equivalent charges across the municipality) or an area-specific basis (i.e. charges may vary between areas).

A.2.2.2 Amenity Cost Charges

Amenity cost charges (ACCs) are a new development financing tool introduced by the Province in 2024 to allow governments to collect funds for amenities such as community centres, recreation centres, daycares, and libraries from new development that results in increased population of residents or workers. The authority to impose ACCs is provided through the LGA and follows a similar methodology to DCCs. To implement an ACC, local governments must identify areas of growth, the capital costs required to support that growth, and calculate ACCs based on the rules set out in the legislation. Local governments must undertake a consultation process and pass a bylaw to implement ACCs. Unlike DCC bylaws, approval from the Inspector of Municipalities is not required for implementation of an ACC bylaw.

A.2.2.3 Community Amenity Contributions

A change in use or an increase in density generally increases the value of land and may provide a financial benefit to the landowner, developer, or local government. Local governments and residents view this as a reasonable opportunity to provide for developers to assist in funding community amenities.

Community Amenity Contributions (CACs) are contributions for amenities agreed to by the developer and local government as part of a rezoning process initiated by the

[1] Vancouver Charter applies to the City of Vancouver

developer. CACs can include infrastructure such as community amenities and affordable housing or financial contributions towards infrastructure. The contribution would be obtained by the municipality if, and when, the local government decides to adopt the rezoning bylaw.

CACs are not mandatory requirements imposed on the redevelopment applicant. Although rezoning is a discretionary power of Council (i.e. there is no requirement to approve rezoning), CACs must be a negotiated contribution between the applicant and the local government. Note: ACCs were introduced by the Province as an alternative to CACs to expand on local governments' ability to impose charges on new growth not just through the rezoning process.

A.2.2.4 Density Bonus Zoning

Density Bonus Zoning, as authorized under LGA s. 482, is intended to provide options for a developer to build to a higher level of density than the base density identified in the Zoning Bylaw. If a developer wishes to build to a higher density, they may be required to provide certain amenities or affordable housing or meet other specified conditions. The developer, by right, always has the option of developing at the base level of density, but usually has an incentive to consider higher densities.

Where CACs are negotiated agreements, density bonus zoning provides guidelines on the required contributions based on the increases in density above the base. Local governments can identify areas for redevelopment that would be available for density bonusing, identify the affordable housing and special housing needs requirements, and identify cash-in-lieu of in-kind contributions.

A.2.2.5 Grant Funding

Grant funding from the Provincial and Federal government allows local governments to cost-share in the financing of large capital expenditures that may otherwise not be financially feasible. Grant funding opportunities are utilized to reduce the capital costs required to be funded by the developer and local government.

A.2.2.6 Development Works Agreements

As part of Development Agreements and under Section 570 of the LGA, local governments may enter into Development Works Agreements with the applicants. This allows local governments to require the developer to construct or pay for the works required for their development. In addition, this authority allows local governments to recover the costs of local works that are required for multiple developments.

A.3 Applicable Legislation for DCCs

The following section outlines the applicable legislative authority local governments utilize in implementing DCCs. The main piece of legislation applies to all local governments (and regional districts) in BC, with the exception of the City of Vancouver and Metro Vancouver (for liquid waste services).

A.3.1 Local Governments in BC (Excluding City of Vancouver)

The LGA is the primary legislation which provides local governments in BC with the authority to impose DCCs. More specifically, the authority is provided in Division 19 – Development Costs Recovery. The various aspects of the legislation are discussed below:

A.3.1.1 Definition of Capital Costs and Eligible Services

As per section 559(2) of the Act, DCCs may be imposed for capital costs that are required to service new development related to the following services:

- Sewage;
- Water;
- Drainage;
- Fire protection;
- Police;
- Highway facilities (other than off-street parking facilities);
- Solid waste and recycling facilities;
- Providing and improving park land; and
- Employee housing in a resort region.

Note: fire protection, police, highway facilities and solid waste and recycling facilities are newly eligible under the LGA through Bill 46: *Housing Statutes (Development Financing) Amendment Act, 2023*, which received Royal Assent on November 30, 2023.

Eligible capital costs relate to providing, constructing, altering or expanding facilities related to the above services. In addition, the definition of capital costs also provides for planning, engineering, and legal costs directly related to the work. Further, interest costs directly related to the work may also be incorporated into the calculation.

A.3.1.2 Development Triggers and Timing of Collection

The LGA allows for DCCs to be payable and collected either at the time of the approval of subdivision or at the time of building permit issuance.

A.3.1.3 Bylaw Approval

Section 560 of the LGA requires that a DCC bylaw must be approved by the provincial Inspector of Municipalities prior to adoption. As part of this approval process the Inspector reviews the following components of the bylaw:

- Capital costs included in the DCC need to be linked/included in the local government's Financial Plan;
- The local government needs to provide proper consideration with respect to:
    - Future land use patterns and development;
    - Phasing of works and services;
    - Provision of park land described in an official community plan;
    - How capital costs are affected by development designed to result in a low environmental impact;
- Whether the proposed charges are excessive relative to prevailing standards;
- Whether the charges will deter development, discourage the construction of reasonably priced housing, or discourage development designed to result in a low environmental impact.

A.3.1.4 Legislated Exemptions

DCCs are not payable for places of public worship, as per section 561(1) of the LGA.

Local governments may also include discretionary exemptions within their bylaws to exempt the following developments from DCCs:

- Contain fewer than 4 self-contained dwelling units;
- Self-contained dwelling units in a building where each unit is not larger than 29 square metres; and
- If the value of the work related to a building permit does not exceed $50,000.

A.3.1.5 Reductions/Waivers of DCCs

Local governments may, by bylaw, reduce or waive DCCs for the following eligible developments:

- Not-for-profit rental housing, including supportive living housing;
- For-profit affordable rental housing;
- Subdivision of small lots designed to result in low greenhouse gas emissions; and
- Development designed to result in a low environmental impact.

A.3.1.6 DCC Rate Structures

DCCs can be structured to vary with respect to one or more of the following:

- Zones or areas of the municipality;
- Uses;
- Capital costs as they relate to different classes of development; and
- Sizes or numbers of lots or units in a development.

A.3.2 City of Vancouver

Similar to the authority provided to municipalities under Division 19 of the Local Government Act, the City of Vancouver has the power to impose Development Cost Levies (DCLs) under Part XXIV-A of the Vancouver Charter.

Section 523D of the Charter allows the City to impose DCLs for the same services as under the Local Government Act, however, also provides the City with the ability to recover DCLs for day care facilities (including land) and replacement housing.

Section 292 of the Charter provides the City with the ability to impose capital works requirements on subdivisions (similar to Development Works Agreements under the LGA).

Section 523D of the Charter requires the oversizing of infrastructure to be recovered through DCLs.

Unlike DCCs, the DCL shall be imposed on every person entitled to the delivery of a building permit authorizing the construction, alteration or extension of a building or structure or part thereof situated within the area designated by Council (does not include approval of subdivision)

Council may amend a DCL by-law to reflect increased costs due to inflation.

Transition provisions are included in the legislation such that any DCL by-law passed or amended does not apply to development or redevelopment where building permits are pulled within a year of the adoption date or an application to the building permit is in-stream on the date the by-law is adopted.

Council may authorize all or different classes of development to pay in instalment payments.

No DCL is payable under a by-law:

A. where a parcel of land is, or will be after construction, alteration or extension, exempt from taxation under section 396 of the Charter;
B. where a building permit authorizes the construction, alteration or extension of a building that will, after the construction, alteration or extension:
    a. contain less than 4 self-contained dwelling units (note: the Vancouver Charter provides the City with the authority to charge these units, if specified in their bylaw. The City of Vancouver imposes DCCs on these developments), and
    b. be put to no other use other than the residential use in those dwelling units,
C. in relation to the construction, alteration or extension of self-contained dwelling units authorized under a building permit if:
    a. each unit is no larger in area than 29 square metres, and
    b. each unit is to be put to no other use other than the residential use in those dwelling units,
    c. where a by-law imposing a development cost levy on the cost of development exempts repair or renovation work as defined, to such repair or renovation work, or
    d. where a parcel of land, owned by the Federal or Provincial government, the City of Vancouver or a non-profit organization, is or will be, after construction, alteration or extension, used for social housing and, for the purposes of this paragraph, Council may define what constitutes social housing.

Similar to the LGA, the City Charter provides Council the ability to include discretionary exemptions in their by-laws to exempt or discount other types of development from DCCs, however, there are restrictions on the types of development that may be eligible for an exemption/discount. The following types are eligible for exemptions/discounts from DCCs:

D. for-profit affordable rental housing;
E. a subdivision of small lots that is designed to result in low greenhouse gas emissions; and
F. a development that is designed to result in a low environmental impact.

DCLs shall not be based on a percentage of the cost of a development. A DCL for any development as shown on an application for a development permit shall not exceed 10% of the value of the development as determined pursuant to the building by-law from time to time in force.

A.3.3 Metro Vancouver

With respect to liquid waste services, the Greater Vancouver Sewerage and Drainage District Act allows the Board of the Greater Vancouver Sewerage and Drainage District (GVS&DD) to impose DCCs. The Board can recover the capital costs of providing, constructing, altering or expanding sewerage facilities to service development within the area of the Corporation, excluding capital costs incurred before 1995 and excluding the portion of capital costs charged by the Corporation to its member jurisdictions under the annual estimate. Similar to DCCs and DCLs for the member jurisdictions, capital costs include planning, engineering and legal costs as well as interest costs.

DCCs are imposed on developments and redevelopments that obtain approval for a subdivision or a building permit authorizing the construction, alteration, or extension of a building or structure.

The same exemptions that apply to DCCs under the LGA apply to the GVS&DD Act.

Each member jurisdiction must collect and remit DCCs imposed in their municipality to the Corporation in the manner provided in the by-law. Each member must maintain records in accordance with the by-law and permit an employee or agent of the Corporation to inspect and make copies of the records.

Member jurisdictions may enter into agreements with the Corporation to not impose DCCs. The amount given up is payable to the Corporation through a rate on land and improvements, a parcel tax, or other charges provided in the applicable Act.

The Corporation must provide to every member jurisdiction, and make available to the public upon request, the considerations, information and calculations used to determine the charges in the by-law.

Similar to member jurisdictions' DCCs, amounts collected must be deposited into a DCC reserve fund and the provincial Inspector may request a report on the collections, expenditures, and proposed expenditures.

With respect to water services, an evolved interpretation by the Province on the legislative environment allows the Greater Vancouver Water District (GVWD) to collect DCCs under the Local Government Act. Therefore, all requirements noted in Section A.3.1 apply.

A.4 Provincial DCC Best Practices Guide

The Province publishes a DCC Best Practices Guide for local governments which provides recommended practices and guidance in the formulation, calculation, and administration of DCC bylaws based on industry best practices. By aligning practices with the Best Practices Guide, local governments can streamline the provincial review and approval of DCC bylaws.

The Best Practices Guide provides recommendations with respect to various components of the DCC bylaw process including guidelines for:

- Estimating new development;
- Developing capital cost estimates;
- Calculating DCCs;
- Financial feasibility testing;
- Report structure;
- Service specific considerations (e.g. project eligibility, allocating benefit, consideration of area-specific versus jurisdiction-wide charges, etc.);
- Consultation process;
- DCC program time frames;

- Application of DCCs by land use;
- Timing of collection of DCCs; etc.

The Province recently updated the DCC Best Practices Guide (March 2025) through the fourth edition of the guide. This edition provides updated guidance related to legislative changes. The options presented in this report are in line with recommended practices provided within the Best Practices Guide.

Appendix B
Survey of Local Practices

The following subsections provide a review of DCC practices of member jurisdictions across the Region. This survey has been undertaken as part of the Region's DCC policy work in advance of the DCC bylaw update. Note: many member jurisdictions are currently in the process of updating their DCC bylaws and related policies and may result in policies that differ from those outlined below.

B.1 Village of Anmore

Population (2021 Census): 2,356

By-law Number: Bylaw #38 (passed January 22, 1990) – amended in 2005

Source: https://anmore.com/wp-content/uploads/2024/01/Development-Cost-Charges-Bylaw-No.-038-1989.pdf

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Water
- Drainage
- Roads

Municipal wide charges for all services

Residential DCC Rates by Category:

- Water - $5,555 (per lot)
- Drainage - $1,050 (per lot)
- Roads - $4,114 (per lot)
- **TOTAL: $10,718 (per lot)**

Residential Definitions:

- Definitions not provided in bylaw

Non-Residential DCC Rates by Category:

- No non-residential DCCs imposed

Non- Residential Definitions:

- N/A

Treatment of Residential Developments Less than Four (4) Units:

- No DCC is imposed on developments containing less than 4 self-contained dwelling units.
- Section 5.b): No development cost charge shall be required to be paid where a building permit authorized the construction, alteration or extension of a building what will, after the construction, alteration or extension contain less than 4 self-contained dwelling units

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- N/A

Agricultural Development:

- No DCCs imposed on agricultural development (e.g., greenhouses)

B.2 Village of Belcarra

No DCCs imposed

B.3 Bowen Island Municipality

Population (2021 Census): 4,256

By-law Number: Bylaw No. 905, 1998 (passed & adopted January 29, 1999)

Source:
https://bowenisland.civicweb.net/filepro/document/122714/Parks%20Land%20Acquisition%20Bylaw%20No.%20905%201998.pdf

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Parkland Acquisition

Area specific for Bowen Island

Residential DCC Rates by Category:

- DCC shall be the sum of:
  a) $1,100 for each parcel created by the subdivision;
  b) $1,100 for each dwelling in excess of one permitted pursuant to the Zoning Bylaw on each parcel created by the subdivision

Residential Definitions:

- Definitions not provided in bylaw

Non-Residential DCC Rates by Category:

- $1,100 for each parcel created by subdivision

Non- Residential Definitions:

- N/A

Treatment of Residential Developments Less than Four (4) Units:

- No DCC is imposed on developments containing less than 4 self-contained dwelling units.
  - Section 2: Upon issuance of a building permit authorizing the construction, altercation or extension of a building or structure that will after completion of the construction, alteration or extension contain 4 or more dwellings, the DCC shall be $1,100 in respect of each dwelling.

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- N/A

Agricultural Development:

- Practice is unclear based on survey research

B.4 City of Burnaby

Population (2021 Census): 249,125

By-law Number:

- Bylaw No. 14645 (adopted July 1, 2024)
- Bylaw No. 14683 (adopted September 9, 2024)

Source:

- https://pub-burnaby.escribemeetings.com/filestream.ashx?DocumentId=75088
- https://bylaws.burnaby.ca/media/14000/14683.pdf

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Transportation
- Water
- Drainage
- Sanitary Sewer
- Parks Acquisition
- Fire Protection

Municipal wide DCCs

Residential DCC Rates by Category:

Category	Low Density Residential (Single Family Dwelling and any Secondary Suite/Duplex Dwelling and any Secondary Suite(s)) Per Primary Dwelling Unit/Lot	Medium Density Residential Per Dwelling Unit	High Density Residential Per Dwelling Unit
Transportation	$16,858	$10,438	$6,994
Water	$2,740	$1,918	$1,370
Drainage	$5,734	$4,391	$2,227
Sewer	$3,491	$2,443	$1,745
Parks	$20,632	$14,442	$10,316
Fire	$5,415	$3,791	$2,708
Total	**$54,870**	**$37,423**	**$25,360**

Residential Definitions:

- **Low Density Residential:** residential development consisting of one building that contains no more than 2 primary dwelling units and any secondary suite(s), including a single-family dwelling and any secondary suite, or a duplex dwelling and any secondary suite(s)
- **Medium Density Residential:** ground-oriented residential development, including laneway homes, townhouse dwellings, rowhouse dwellings and multiplex dwellings
- **High Density Residential:** development of a residential building which contains multiple dwelling units accessible via a common hallway or corridor and shared entrance facilities, including apartment buildings

Non-Residential DCC Rates by Category:

Category	Commercial Per Sq.m of Gross Floor Area	Industrial Per Sq.m of Gross Floor Area	Institutional Per Sq.m of Gross Floor Area
Transportation	$159.71	$59.50	$104.38
Water	$6.17	$4.11	$6.17
Drainage	$26.73	$35.00	$52.82
Sewer	$7.85	$5.24	$7.85
Parks	$46.42	$0	$0
Fire	$12.18	$8.12	$12.18
Total	**$259.06**	**$111.97**	**$183.40**

Non- Residential Definitions:

- **Commercial:** land zoned for commercial uses in the Zoning Bylaw
- **Industrial:** land zoned for industrial uses in the Zoning Bylaw
- **Institutional:** use of a building or portion of a building for public or private organizations that provide community services or activities, such as education, healthcare, religious worship, or government functions

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Section 3.2 (Bylaw no. 14645): this bylaw imposes development cost charges in relation to a development authorized by a building permit that authorizes the construction of a building that will, after the construction, contain fewer than 4 dwelling units and be put to no other use other than residential use in those dwelling units.

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Reductions are provided in a separate bylaw – 50% DCC reduction on student rental housing

- "not-for-profit student rental housing": means sleeping units or dwelling units that meet all of the following criteria:
  a) owned by or leased to, and operated by, a post-secondary institution or by a government business enterprise on behalf of such postsecondary institution at the time of any application for, or issuance of, a reduction of development cost charges or amenity cost charges, as the case may be;
  b) purpose-built to provide rental housing for faculty, staff, students, or other persons affiliated with that post-secondary institution and their families;
  c) operated on a cost recovery basis; and
  d) governed by the terms of a housing agreement and Section 219 covenant entered into with the City which restricts the use of the development in accordance with the above criteria for a period of at least 60 years
- section 4 (bylaw no. 14683): the City will, for a development containing non-for-profit student rental housing, reduce by 50% the DCC that are otherwise payable
- Full waiver is provided for affordable housing within a development.

Agricultural Development:

- No DCCs imposed on agricultural development (e.g., greenhouses)

B.5 City of Coquitlam

Population (2021 Census): 148,625

By-law Number:

- Bylaw No. 5222, 2022 (passed July 4, 2022)

Source:

- https://publicdocs.coquitlam.ca/coquitlamdoc/getdocIF.asp?doc=5023940

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Transportation
- Parkland Acquisition
- Park Improvement
- Drainage

- Sanitary Sewer
- Water

Municipal-wide charges

Residential DCC Rates by Category:

Category	Single-Detached (Per Dwelling Unit)	Duplex, Triplex, Fourplex, Multiplex (Per Dwelling Unit)	Street Oriented Village Home, Townhouse (Per Dwelling Unit)	Apartment, Mobile Home (Per Dwelling Unit)
Transportation	$13,408	$10,685	$7,124	$3,876
Park Acquisition	$28,135	$17,464	$17,168	$11,544
Park Improvement	$11,268	$6,994	$6,876	$4,623
Drainage	$5,138	$3,083	$3,083	$1,541
Sewer	$2,669	$1,656	$1,628	$1,095
Water	$2,523	$1,566	$1,539	$1,036
Total	**$63,141**	**$41,448**	**$37,418**	**$23,715**

Residential Definitions:

- **Single-detached:** includes
  a) any parcel resulting from any subdivision which is used or may be used for a single building or structure containing one dwelling unit; and
  b) any dwelling unit which is or will be situated in a single building or structure containing one dwelling unit and no other principal uses, and which may include a secondary suite, carriage house, or garden cottage that is constructed, altered or extended on a single parcel
- **Duplex:** includes
  a) any parcel resulting which is used or may be used for a single building or structure containing two dwelling units, neither of which is a secondary suite, carriage house or garden cottage; and

b) any dwelling unit which is or will be situated in a single building or structure containing two dwelling units, neither of which is secondary suite, carriage house or garden cottage

- **Triplex:** a residential use in which a principal building is used for three principal dwelling units
- **Fourplex:** a residential use in which a principal building is used for four principal dwelling units
- **Multiplex:** a residential use that includes three or more principal dwelling units on a lot in attached, detached or semi-detached forms; excludes apartment, townhouse, fourplex, and triplex
- **Street Oriented Village Home:** a residential use consisting of one dwelling unit per principal building vertically attached by party walls to one or more principal building(s) with each individual principal building located on a separate lot (including a strata lot)
- **Townhouse:** a single building containing three or more dwelling units separated one from another by part walls extending from the foundation to roof, with each dwelling unit having a separate, direct entrance from grade and includes all row, linked, patio, garden, court or other housing which meets such criteria; excludes Multiplex, Fourplex or Triplex
- **Apartment:** a building used for three or more dwelling units; excludes townhouse, multiplex, fourplex, and triplex
- **Mobile Home:** a manufactured unit, intended to be occupied in a place other than at its manufacturer, and designed as a dwelling unit

Non-Residential DCC Rates by Category:

Category	Commercial Per Sq.m of Gross Floor Area	Industrial Per Sq.m of Gross Floor Area	Institutional Per Sq.m of Gross Floor Area
Transportation	$79	$42	$79
Parks	$0	$0	$0
Drainage	$16	$13	$16
Sewer	$5	$3	$5
Water	$5	$3	$5
Total	**$105**	**$61**	**$105**

Non- Residential Definitions:

- **Commercial:** a use providing for the sale or rental of goods or services, personal services or the servicing and repair of goods (includes entertainment, recreation, commercial schools, service stations, tourist accommodations, adult or child day-care centres, sleeping units, community care)
- **Industrial:** a use providing for the manufacturing, processing, fabricating, assembling, storing, transporting, distributing, wholesaling, testing, servicing, repairing, wrecking, recycling, or salvaging of goods, materials or things for direct use or resale to individual business customers, and not for the general public and includes medical marijuana grow operations
- **Institutional:** a use providing for public functions (includes government offices, schools, colleges, universities, hospitals, community centres, courts, police stations, jails, libraries, museums, buildings associated with public parks, public playgrounds, cemeteries, and work yards)

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Section 5.2: Every person who obtains a Building Permit for the construction, alteration or extension of a building that will, after the construction, contain fewer than four Dwelling Units must pay to the City at the time of issue of the Building Permit, the applicable DCC

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- N/A

Agricultural Development:

- Practice is unclear based on survey research

B.6 City of Delta

Population (2021 Census): 108,455

By-law Number:

- Bylaw No. 7560, 2017 (adopted February 5, 2018)
- Bylaw No. 8146, 2017 (adopted June 13, 2022)

Source:

- https://delta.civicweb.net/document/135287/
- https://delta.civicweb.net/document/212446/

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

Municipal-wide:

- Roads
- Water
- Sewer
- Drainage
- Parks

Annacis Island:

- Only roads charge applies

Residential DCC Rates by Category:

Category	Low Density (Per Dwelling Unit)	Townhouse (Per Dwelling Unit)	Apartment (Per Dwelling Unit)	Congregate Care (Per Sleeping Unit)
Roads	$5,054	$2,864	$2,780	$1,053
Water	$1,190	$930	$632	$372
Sewer	$4,634	$3,620	$2,462	$1,448
Drainage	$3,528	$1,911	$1,176	$1,173
Parks	$4,936	$3,856	$2,622	$1,543
Total	**$19,342**	**$13,181**	**$9,672**	**$5,589**

Residential Definitions:

- **Low Density:** single family, duplex and triplex residential development. The calculation of units is determined by the maximum number of dwelling units lawfully permitted on the site being subdivided
- **Townhouse:** a multi-unit residential development where each dwelling unit has one or more exterior entrances on the ground floor, and shares one or more part walls with an adjacent dwelling unit, and does not include Low Density Residential development. The calculation of units is determined by the maximum number of dwelling units contained in the building permit application
- **Apartment:** a multi-unit residential development which does not include low density residential or townhouse. The calculation of units is determined by the maximum number of dwelling units contained in the building permit application
- **Congregate Care:** a multi-unit development which contains principally sleeping units without kitchen facilities, and where common dining and living areas are provided within the development. The calculation of units is determined by the maximum number of sleeping and dwelling units contained in the building permit application

Non-Residential DCC Rates by Category:

Category	Commercial (per sq.m of gross floor area)	Institutional (per sq.m of gross floor area)	Industrial (per sq.m of gross floor area)	Industrial – Annacis (per sq.m of gross floor area)
Roads	$32.85	$41.27	$16.85	$16.85
Water	$3.35	$3.35	$3.35	$0
Sewer	$13.03	$13.03	$13.03	$0
Drainage	$11.29	$11.29	$15.88	$0
Parks	$0	$0	$0	$0
Total	**$60.52**	**$68.94**	**$49.11**	**$16.85**

Non- Residential Definitions:

- **Commercial:** all commercial development, other than congregate care and intensive agriculture. The measurement unit for commercial development is square meters of gross floor area. The calculation of floor area of a commercial building is based on the gross floor area which is measured from the outside edge of all exterior walls, less the area used for parking of motor vehicles and bicycles within the gross floor area as identified in the building permit application.
- **Institutional:** all institutional uses identified in the Health Care or Public zones within the Zoning Bylaw, as well as said uses permitted in all other zones within the Zoning Bylaw. The measurement unit for Institutional development is sq.m of gross floor area. The calculation of floor area of an Institutional building based on the gross floor area which is measured from the outside edge of all exterior walls, less the area used for parking of motor vehicles and bicycles within the gross floor area as identified in the building permit application.
- **Industrial:** all industrial uses identified in the Zoning Bylaw, including greenhouses, retail nurseries, manufacturing & processing plants for agriculture related products and commercial businesses located outside of the Agricultural Water Rate Area. The measure unit for Industrial development is sq.m of gross floor area. The calculation of floor area of an Industrial building based on the gross floor area which is measured from the outside edge of all exterior walls, less the area used for parking of motor vehicles and bicycles within the gross floor area as identified in the building permit application.

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Section 5c: a building permit that authorizes the construction, alteration or extension of a building or part of a building that will, after the construction, contain one or more self-contained dwelling units

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Separate bylaw to waive DCCs for not for profit rental housing: Bylaw No. 8146
- **Definitions:** "Not-for-Profit Rental Housing Development" means a development that includes dwelling units that are owned, leased or otherwise held by a Not-

For-Profit Society, BC Housing, CMHC, a Non-Profit Municipal Housing Corporation or a Registered Charity

- "Eligible Household" means a household in which:
  a) the gross annual household income is at or below the limits established by BC Housing from time to time for affordable housing programs; or
  b) 30% or more of the household's gross annual income would go toward housing:
     i. based on the median market rent in Delta;
     ii. with enough bedrooms for the size and make-up of the household based on Canada Mortgage and Housing Corporation's National Occupancy Standards;
- Section 3.1: The City will waive DCC for dwelling units within a Not-for-Profit Rental Housing Development as follows:
  a) all dwelling units if at least 30% of the dwelling units within the development will be occupied by eligible households;
  b) only those dwelling units that will be occupied by eligible households if less than 30% of the dwelling units within the development will be occupied by Eligible Households on the condition that before the Triggering Date (date the DCCs are payable), the owner:
  c) enters into a housing agreement pursuant to Section 483 of the Local Government Act; and further or alternatively
  d) grants the City a covenant under Section 219 of the Land Title Act to ensure that such Dwelling Units will continue to meet the criteria set out in subsection (a) or (b) for at least sixty (60) years.

Agricultural Development:

Agriculture – Intensive (per sq.m of gross floor area):

- Roads - $0.00
- Water - $1.67
- Sewer - $0.00
- Drainage - $1.10
- Parks - $0.00

  TOTAL: $2.77

Definition in bylaw: Intensive Agriculture: means greenhouses, retail nurseries, manufacturing and processing plants for agriculture related products, facilities used for intensive livestock operations, and commercial businesses located within the Agricultural Water Rate Area. Produce stands, temporary uses (less than 6 months) and retail less than 100 sq.m shall not be considered Intensive Agriculture. The measurement unit for Intensive Agriculture is sq.m of gross floor area. The calculation of gross floor area which is measured from the outside edge of all exterior walls, less the area used for parking of motor vehicles and bicycles within the gross floor area as identified in the building permit application. For Intensive Agriculture, where a sewer connection is required to a municipal system, the Industrial sewer DCC rate shall apply

- DCC Background study identified growth in gross floor area of agricultural development. Developed equivalent population for water and equivalent impervious factor for drainage.
- No anticipated impact on sewer infrastructure for this land use category

B.7 City of Langley

Population (2021 Census): 28,963

By-law Number:

- Bylaw No. 3256 (adopted July 8, 2024)

Source:

- https://www.langleycity.ca/media/file/dcc-bylaw-no-3256

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

Municipal-wide:

- Transportation
- Water
- Drainage
- Sanitary Sewer
- Parks

Residential DCC Rates by Category:

Category	Single Family (Per Lot)	Townhouse (Per Dwelling Unit)	Apartment (Per Dwelling Unit)
Transportation	$16,369	$12,099	$7,907
Water	$2,756	$2,037	$1,331
Drainage	$4,993	$2,696	$1,648
Sewer	$1,564	$1,156	$756
Park	$19,881	$14,695	$9,604
Total	**$45,563**	**$32,683**	**$21,246**

Residential Definitions:

- **Single Family:** a building containing a single dwelling unit with or without a secondary suite
- **Townhouse:** a building divided into two or more dwelling units where each dwelling unit has an independent entrance to the exterior and each dwelling unit is attached to another dwelling unit
- **Apartment:** a building divided into two or more dwelling units in which access to dwelling units is provided principally by means of interior corridors rather than direct access from the exterior of the building

Non-Residential DCC Rates by Category:

Category	Commercial (per sq.m of gross floor area)	Institutional (per sq.m of gross floor area)	Industrial (per sq.m of gross floor area)
Transportation	$5.24	$1.75	$5.24
Water	$0.88	$0.29	$0.88
Drainage	$1.48	$1.48	$1.48
Sewer	$0.50	$0.17	$0.50
Park	$6.36	$2.12	$6.36
Total	**$14.46**	**$5.81**	**$14.46**

Non- Residential Definitions:

- **Commercial:** a building or structure used for a commercial use permitted under the Zoning Bylaw
- **Industrial:** a building or structure used for an industrial use permitted under the Zoning Bylaw
- **Institutional:** a building or structure used for:
  a) an institutional use permitted under the Zoning Bylaw; or
  b) dwelling units used for the accommodation of caretakers, staff, students or patients, provided that such units are part of an institutional building under paragraph (i) of this definition and a restrictive covenant is registered in the land title office in favour of the City to require that the units remain used only for the applicable purpose

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Section 3.1.2: Every person who obtains a Building Permit authorizing the construction, alteration or extension of a building or structure, including a building containing fewer than four dwelling units shall pay to the City before Building Permit issuance a DCC

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

N/A

Agricultural Development:

- Practice is unclear based on survey research

B.8 Township of Langley

Population (2021 Census): 132,603

By-law Number:

- Bylaw No. 5897 (adopted December 2, 2024)

- Bylaw No. 5901 (adopted June 26, 2023)

Source:

- https://www.tol.ca/en/services/resources/bylaw-services/bylaws/Development-Bylaws/Development-Cost-Charges-Bylaw-(No.-5897).pdf
- https://www.tol.ca/en/services/resources/bylaw-services/bylaws/Development-Cost-Charge-Waiver-for-Affordable-and-Supportive-Housing---Bylaw-2019-(No.-5462).pdf

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Road
- Drainage
- Sewage
- Water
- Parkland Acquisition and Development

Residential DCC Rates by Category:

Category	Residential 1 Per Dwelling Unit	Residential 2 Per Dwelling Unit	Residential 3 Per Dwelling Unit	Residential 4 Per Dwelling Unit
Road	$29,997	$21,270	$18,543	$16,362
Drainage	$11,067	$4,459	$3,059	$1,948
Sewage	$1,870	$1,320	$1,265	$825
Water	$3,152	$2,225	$2,132	$1,391
Parks	$40,701	$28,730	$27,533	$17,956
Total	**$86,787**	**$58,004**	**$52,532**	**$38,482**

Residential Definitions:

- **Residential 1:** residential developments having a density of 15 or less dwelling units per hectare
- **Residential 2:** residential developments having a density greater than 15 up to 44 dwelling units per hectare

- **Residential 3:** residential developments having a density greater than 44 up to 74 dwelling units per hectare
- **Residential 4:** residential developments having a density greater than 74 dwelling units per

Non-Residential DCC Rates by Category:

Category	Commercial 1 (per sq.m)	Commercial 2 (per sq.m)	Commercial 3 (per sq.m)	Institutional (per sq.m)	Industrial (per sq.m)
Road	$109.08	$85.08	$39.27	$52.36	$16.92
Sewage	$6.27	$6.27	$4.68	$6.27	$25.66
Water	$10.57	$10.57	$7.88	$10.57	$2.48
Drainage	$27.12	$27.12	$0	$24.13	$4.17
Total	**$153.04**	**$129.04**	**$51.83**	**$93.33**	**$49.23**

Non- Residential Definitions:

- **Commercial 1:** all developments zoned for commercial uses under the Zoning Bylaw, and all developments having commercial uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than commercial; and where the first storey GFA is 3,700 square metres or less. This includes, but not limited to, all rural commercial uses, campgrounds, golf courses, outdoor recreational uses, and any other similar uses.
- **Commercial 2:** means all developments zoned for commercial uses under the Zoning bylaw and all developments having commercial uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than commercial; and where the first storey GFA is more than 3,700 sq.m. This includes, but is not limited to all rural commercial uses, campgrounds, golf courses, outdoor recreational uses, and any other similar uses.
- **Commercial 3:** means all developments zoned for commercial uses under the Zoning bylaw and all developments having commercial uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than commercial; and where such commercial uses are located only on the second and higher floor levels. This includes, but is not limited to all rural

commercial uses, campgrounds, golf courses, outdoor recreational uses, and any other similar uses.

- **Institutional:**
  (a) all developments zoned for institutional use under the Zoning Bylaw;
  (b) institutional uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than institutional, including, but not limited to, schools and other educational facilities, congregate care facilities and other live\care accommodation, hospitals and other medical facilities, government buildings, public recreational facilities, fire halls, police stations, airport facilities, communications and energy facilities, waste disposal and other similar public and Utility uses.
- **Industrial:** all developments zoned for industrial uses under the Zoning Bylaw, and all developments having industrial uses undertaken in buildings or on land, where the zoning designation under the Zoning Bylaw is other than industrial

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Section 5(c) of Bylaw 5897: For certainty, this bylaw imposes charges in respect of a building permit or structure that will, after the construction, contain fewer than four dwelling units and for which the dwelling unit in the building or structure will be put to no other than residential use.

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Charges and definitions are set out in a separate bylaw

Definitions:

- **Eligible Development:** any residential development that includes at least one Below-Market Dwelling Unit or Hospice Unit
- **Below-Market Dwelling Unit:** a Not-for-Profit Dwelling Unit where (a) tenancy is reserved for households meeting eligibility criteria; (b) at the commencement of a tenancy, the monthly rental rate is not more than the maximum rent as identified by the Township on an annual basis, being classified as either Bachelor, 1Bedroom, 2Bedroom, or 3+ Bedroom; (c)

dimensions and floor area meet the minimum requirements of the BC Housing Design Guidelines and Construction Standards, or any future iteration thereof; (d) the rental rate is not increased by more than the percentage permitted by the Residential Tenancy Act from year to year for continuous tenancies

- **Hospice Unit:** any dwelling unit that is (a) owned or leased by a Non-Profit organization; (b) reserved and operated as a hospice for non-profit supportive living for individuals in palliative care. But does not include (a) a continuing care facility; (b) a public or private hospital; (c) a Provincial mental health facility, an observation unit or a psychiatric unit; (d) a housing-based health facility that provides hospitality support services and personal health care.

Section 3.1 of Bylaw 5901: the Township may waive DCC that are otherwise payable for eligible development in accordance with this following:

a) for an eligible development that is a Not-for-Profit Development where at least 30% of the dwelling units are dedicated for Below-Market Dwelling Units or Hospice Units, the Township's municipal council may waive all DCC that would otherwise be payable;

b) for an eligible development that is a Not-for-Profit Development where less than 30% of the dwelling units are dedicated for Below-Market Dwelling Units or Hospice Units, the Township's municipal council may waive all DCC for only those Below-Market Dwelling Units or Hospice Units within the Not-for-Profit Development;

c) for an Eligible Development that is not a Not-for-Profit Development, the Township's municipal council may waive DCC for only those Below-Market Dwelling Units or Hospice Units within the eligible development

Agricultural Development:

- No DCCs imposed on agricultural development (e.g., greenhouses)

B.9 Village of Lions Bay

No DCCs imposed

B.10 City of Maple Ridge

Population (2021 Census): 90,990

By-law Number:

- Bylaw No. 7320-2017
- Amending Bylaw No. 7863-2022 (adopted September 24, 2024)

Source:

- https://www.mapleridge.ca/media/file/7863-2022-maple-ridge-development-cost-charges-amending-bylaw
- https://www.mapleridge.ca/media/file/development-cost-charges-imposition-bylaw-no-7320-2017

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Road
- Drainage
- Water
- Sanitary Sewer
- Open Space

Municipal wide charges

Residential DCC Rates by Category:

Category	Single Family (per additional lot) & Duplex (per dwelling unit)	Townhouse (per sq.m of Building Area)	Street Townhouse (per sq.m of Building Area)	Apartment (per sq.m of Building Area)	Apartment – 6 storeys and above (per sq.m of Building Area)
Road	$17,154	$98.97	$79.17	$91.90	$68.92
Drainage	$3,733	$13.40	$8.93	$8.30	$3.11
Water	$4,525	$29.01	$29.01	$30.52	$26.93
Sewer	$2,649	$16.98	$16.98	$17.87	$15.77

Category	Single Family (per additional lot) & Duplex (per dwelling unit)	Townhouse (per sq.m of Building Area)	Street Townhouse (per sq.m of Building Area)	Apartment (per sq.m of Building Area)	Apartment – 6 storeys and above (per sq.m of Building Area)
Open Space	$12,950	$83.01	$83.01	$87.36	$77.08
Total	**$41,011**	**$241.37**	**$217.10**	**$235.96**	**$191.81**

Residential Definitions:

- **Single Family Residential** means a residential use where the building lot is used for one dwelling unit and other uses as permitted.
- **Duplex** means a two family residential use where the building lot is used for two dwelling units.
- **Street Townhouse** means one dwelling unit vertically attached to one or more dwelling units (i.e. triplex or fourplex) with each dwelling unit located on a lot abutting a street. For the purposes of this bylaw, it does not include a Duplex.
- **Townhouse** means a single building comprised of three or more dwelling units separated one from another by party walls extending from foundation to roof, with each dwelling unit having a separate, direct entrance from grade and does not include Street Townhouse.
- **Apartment** means a residential use where the building or buildings on a lot are each used for three or more dwelling units. It does not include Townhouse or Street Townhouse
- **Apartment – High Density** means apartments that are six storeys and above

Non-Residential DCC Rates by Category:

Category	Commercial – First Floor (per sq.m of building area)	Commercial – Additional Floors (per sq.m of building area)	Institutional – Non-municipal (per sq.m of building area)	Institutional – Municipal (per sq.m of building area)	Industrial (per sq.m of building area)
Road	$51.46	$25.73	$11.79	$0	$17.15
Water	$18.85	$9.43	$9.44	$0	$11.55
Sewer	$6.62	$3.31	$5.52	$0	$6.76
Open Space	$0	$0	$0	$0	$0
Drainage	$13.07	$0	$52,688 per ha. of gross site area	$0	$13.20
Total	**$90.00**	**$38.47**	**$26.75 + drainage**	**$0**	**$48.66**

Non- Residential Definitions:

- **Commercial Development** means development of a parcel for commercial use as described in the Maple Ridge Zoning Bylaw or similar development that is of a commercial nature, including but not limited to uses such as accommodation, automotive, retail, food and beverage, entertainment, office, personal services, recreation, retail and the cultivation, processing, testing, packaging or shipping of marihuana.
- **Industrial Development** means “industrial use” as defined by Maple Ridge Zoning Bylaw.
- *Definition in zoning bylaw: INDUSTRIAL means a Use providing for the: processing; fabricating; assembling; storage; transporting; distributing; testing; servicing; repairing; wrecking and salvaging of goods, materials or things; and the selling of heavy Industrial equipment. Includes, but is not limited to: assembly, repair, finishing and packaging of products; operation of truck terminals; docks; railways; bulk loading; and Warehouses.*

- **Institutional Development** means any development that is created and exists by law or public authority for the benefit of the public in general, and includes, but is not limited to, public hospitals, public and private schools and churches.

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Section 4: Pursuant to S.561(6) of the Local Government Act, a Development Cost Charge is payable for work that will, after the construction, alteration or extension, contain fewer than 4 self-contained dwelling units.

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Charges and definitions are set out in bylaw for affordable rental units

- **Apartment – Affordable Rental below Market** – affordable means housing cost that is 30 per cent or less of household's gross income and below market rental housing is housing with rents lower than average in private-market rental housing. For purposes of ensuring the units remain in this use for a minimum of 20 years a Housing Agreement or covenant on the property is required.
- **Apartment – Not-for-Profit Rental below Market** means rental housing with rents not in excess of 80% of the average market rate for Maple Ridge as identified or reported in Canada Mortgage Housing Corporation's most recent rental market survey. For purposes of ensuring the units remain in this use for a minimum of 20 years a Housing Agreement or covenant on the property is required.
- **Apartment – Seniors Affordable Rental below Market** means Apartment Affordable below Market rental and seniors means an adult aged 55 or older. BC Housing programs, partners and housing providers may define a senior by a different age.

Apartment Affordable Rental Below Market (per sq.m of Building Area):

- Road - $68.92
- Drainage - $8.30
- Water - $30.53

- Sewer - $17.87
- Open Space - $87.36
  TOTAL: $212.98

Apartment - Social Housing, Non-for-Profit Rental Below Market or Affordable Rental Seniors (per sq.m of Building Area):

- Road - $16.85
- Drainage - $8.30
- Water - $19.75
- Sewer - $11.56
- Open Space - $33.92
  TOTAL: $90.38

Agricultural Development:

- No DCCs imposed on agricultural development (e.g., greenhouses)

B.11 City of New Westminster

Population (2021 Census): 78,916

By-law Number:

- Bylaw No. 8327, 2022 (adopted August 29, 2022, effective July 27, 2024)

Source:

- https://www.newwestcity.ca/database/files/library/Bylaw_8327__2022_Development_Cost_Charges.pdf

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Transportation
- Drainage
- Water
- Sanitary Sewer
- Parkland Acquisition and Development

Charges are area-specific for Queensborough and Mainland areas

Residential DCC Rates by Category:

Queensborough DCC Boundary

Category	Single Detached (per sq.m of parcel area)	Townhouse (per sq.m of gross floor area)	Apartment (per sq.m of gross floor area)	Float Home (per sq.m of gross floor area)
Transportation	$22.90	$41.70	$40.42	$41.70
Drainage	$11.61	$19.24	$13.47	$0
Water	$0	$0	$0	$0
Sewer	$2.99	$6.08	$5.67	$6.08
Park	$26.15	$52.63	$49.04	$52.63
Total	**$63.65**	**$119.65**	**$108.60**	**$100.41**

Mainland DCC Boundary

Category	Single Detached (per sq.m of parcel area)	Townhouse (per sq.m of gross floor area)	Apartment (per sq.m of gross floor area)
Transportation	$9.11	$15.65	$22.31
Drainage	$4.34	$6.79	$6.99
Water	$2.60	$4.98	$6.83
Sewer	$3.73	$7.15	$9.83
Park	$19.41	$42.53	$36.92
Total	**$39.19**	**$77.10**	**$82.88**

Residential Definitions:

- **Single Detached:** any dwelling unit which is or will be situated in a single building or structure containing one dwelling unit and no other principal uses, and which may include a secondary suite, carriage house, or laneway house that is constructed, altered or extended on a single parcel
- **Townhouse:** a building or portion of a building divided into two or more dwelling units where each dwelling unit has direct ground level access, or indirect ground level access by way of a staircase shared by not more than two dwelling units on the same storey, and each dwelling unit is attached to another dwelling unit

- **Apartment:** a building or portion of a building divided into three or more dwelling units with common or shared entrances or interior passageways, which provide access to the outside and which does not include a townhouse
- **Float Home:** a structure incorporating a flotation system, intended for use or being used or occupied for residential purposes, not primarily intended for, or usable in, navigation and does not include a water craft designed or intended for navigation

Non-Residential DCC Rates by Category:

Queensborough DCC Boundary

Category	Commercial – Retail (per sq.m of gross floor area)	Commercial – Office (per sq.m of gross floor area)	Industrial (per sq.m of improved site area)	Institutional (per sq.m of gross floor area)
Transportation	$139.12	$139.12	$7.24	$13.91
Drainage	$13.81	$13.81	$9.71	$12.94
Water	$0	$0	$0	$0
Sewer	$3.81	$3.22	$1.31	$3.22
Parks	$0	$0	$0	$0
Total	**$156.73**	**$156.15**	**$18.26**	**$30.08**

Mainland DCC Boundary

Category	Commercial – Retail (per sq.m of gross floor area)	Commercial – Office (per sq.m of gross floor area)	Industrial (per sq.m of improved site area)	Institutional (per sq.m of gross floor area)
Transportation	$33.17	$33.17	$3.45	$6.63
Drainage	$5.16	$5.16	$3.63	$4.84
Water	$3.30	$2.80	$1.14	$2.80
Sewer	$4.75	$4.02	$1.64	$4.02
Parks	$0	$0	$0	$0
Total	**$46.37**	**$45.14**	**$9.86**	**$18.28**

Non- Residential Definitions:

- **Commercial - Retail:** a building or portion of a building providing for the sale or rental of goods or services to the end user or for the servicing and repair of goods
- **Commercial - Office:** a building or portion of building designed and intended for office use, excluding offices for trade contractors
- **Industrial:** a lot used or intended to be used for industrial uses, including manufacturing, processing, treatment, assembly, disassembly, storage, utility, testing, wholesale, distribution, or servicing of goods and materials
- **Institutional:** (a) a use providing for the gathering of persons for charitable, cultural, governance, philanthropic, religious, community recreation facilities, hospitals, mental health facilities, or educational purposes, or (b) housing units for the accommodation of caretakers, staff, students and/or patients, provided that such housing units are part of the institutional complex and a restrictive covenant is registered against the title of the land in favour of the City to ensure that the housing units remain in the designated use
- **Improved site area** means the whole or portion of the parcel to be improved for industrial purposes as part of the development authorized by a building permit, including all buildings, vehicular and pedestrian circulation areas, loading, parking, storage, works, decorative areas and landscaped areas belonging to the development

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Refer to definition of Single Detached - Residential

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- N/A

Agricultural Development:

- Practice is unclear based on survey research

B.12 City of North Vancouver

Population (2021 Census): 52,898

By-law Number:

- Bylaw No. 8471 (adopted July 25, 2016)
- Bylaw No. 8130 (October 23, 2017)

Source:

- https://www.cnv.org/Business-Development/Building/development-cost-charges

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Transportation
- Park Acquisition and Development
- Water
- Sanitary Sewer
- Drainage

Municipal-wide charge

Residential DCC Rates by Category:

Category	Residential – at time of Subdivision (per lot)	Residential – at time of building permit (per sq.m of gross floor area)
Transportation	$5,315	$20.89
Parks	$4,614	$21.48
Water	$1,513	$7.04
Sewer	$1,477	$6.88
Drainage	$1,830	$5.88
Total	**$14,749**	**$62.17**

Residential Definitions:

- N/A - charges are the same for all types of residential

Non-Residential DCC Rates by Category:

Category	Commercial (per sq.m of gross floor area)	Industrial (per sq.m of gross floor area)
Transportation	$48.32	$28.99
Parks	$2.56	$2.56
Water	$0.84	$0.84
Sewer	$0.82	$0.82
Drainage	$5.49	$5.49
Total	**$58.03**	**$38.70**

Non- Residential Definitions:

- **Commercial** means any commercial use as permitted under the authority of the City's Zoning Bylaw
- **Industrial** means any industrial use as permitted under the authority of the City's Zoning Bylaw
- Zoning bylaw: “Industrial Use” means a Use providing for the processing, fabricating, assembling, storing, transporting, distributing, wholesaling, testing, servicing, repairing, wrecking or salvaging of goods, materials, or things; includes the operation of truck terminals, docks, railways, passenger depots, Automobile Brokers and bulk Loading and storage facilities, but excludes commercial showrooms or display areas, a Grain Elevator Use and excludes the bulk Loading, bulk unloading, Bulk Plants/storage, production, refining or processing of Dangerous Goods;

Treatment of Residential Developments Less than Four (4) Units:

- Section 4.E of Bylaw No. 8471: At Building Permit, no development cost charges are payable where the construction or alteration results in three or less residential self-contained dwelling units

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Charges and definitions are set out in a separate bylaw (**DCC Waiver Bylaw 8130)**
- **Definition:** Non-Profit Rental Housing: housing that is owned and/or operated by a registered non-profit society and that is subject to a covenant registered to title to the satisfaction of the Director, Planning
- **Bylaw No. 8130:** DCC shall be reduced by 100% for that portion of a development which provided Non-Profit Rental Housing provided that the Non-Profit Rental Housing (a) may be secured through a zoning restriction; and (b) is secured through a covenant on title which restricts the use of that portion of the applicable development class for the life of that portion of the building

Agricultural Development:

- No DCCs imposed on agricultural development (e.g., greenhouses)

B.13 District of North Vancouver

Population (2021 Census): 88,168

By-law Number:

- Bylaw No. 8704 (adopted December 9, 2024)
- Bylaw No. 8647 (adopted December 4, 2023)

Source:

- https://www.dnv.org/bylaws/development-cost-charges-bylaw
- https://www.dnv.org/bylaws/lillooet-west-development-cost-charges-waiver-bylaw

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Transportation
- Water
- Drainage
- Sanitary Sewer

- Parks
- Protective Services

Municipal-wide charge

Residential DCC Rates by Category:

Category	Single Family (per primary dwelling/lot)	Townhouse (per dwelling unit)	Apartment (per dwelling unit)	Coach House (per dwelling unit)
Transportation	$25,919	$15,316	$11,781	$8,836
Water	$2,116	$1,904	$1,340	$1,005
Drainage	$6,317	$2,160	$689	$517
Sewer	$3,017	$2,716	$1,911	$1,433
Parks	$3,356	$3,021	$2,126	$1,595
Protective	$2,808	$2,527	$1,778	$1,334
Total	**$43,533**	**$27,644**	**$19,625**	**$14,720**

Residential Definitions:

- **Single Family:** either one dwelling unit or one dwelling unit plus one secondary suite dwelling unit or one dwelling unit plus one secondary suite dwelling unit and one coach house
- **Townhouse:** (a) two or more dwelling units on one parcel of land that is not an apartment (i.e., including a triplex, fourplex, or multiplex); or (b) a single-family residential use that is part of a larger residential multi-family development consisting of two or more connected dwelling units on one parcel of land other than a bare land strata development
- **Apartment:** two or more dwelling units on one parcel of land none of which is a secondary suite which have their principal access from a common hallway or foyer
- **Coach House:** coach house as defined in the zoning bylaw

Non-Residential DCC Rates by Category:

Category	Commercial (per sq.m of gross floor area)	Industrial (per sq.m of gross floor area)	Institutional (per sq.m of gross floor area)
Transportation	$188.50	$141.38	$94.25
Water	$6.35	$6.35	$3.53
Drainage	$24.01	$24.01	$25.90
Sewer	$9.05	$9.05	$5.03
Parks	$1.51	$1.51	$0.56
Protective	$1.26	$1.26	$0.47
Total	**$230.68**	**$183.56**	**$129.74**

Non- Residential Definitions:

- **Commercial:** the carrying on of any business, including the sale or provision of goods, accommodation, entertainment, meals or services, but excludes industrial uses and institutional uses and excludes a "residential multi-family, apartment", "residential multi-family, ground oriented" or single-family development
- **Industrial:** the manufacturing, fabricating, processing, assembling, storing, transporting, warehousing, renting or wholesale distribution of goods, materials or things, but excludes an institutional use and excludes retail sales, party and meeting equipment rentals, wholesaling in conjunction with retail sales, household services and repairs, service stations, automotive repairs and auto body shops, restaurants, drive-ins and food outlets, or any uses accessory to any of the foregoing exclusions
- **Institutional:** (a) a principal or accessory use in any "PA" or "PRO" zone created by the zoning bylaw other than golf courses, marinas, pet care establishments, ski resorts and any uses accessory to golf courses, marinas, pet care establishments and ski resorts; (b) a child care facility, firehall, group home, multi-level care facility or cemetery use permitted in any zone created by the zoning bylaw

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- **Section 8:** In accordance with section 561(6) of the Local Government Act, this bylaw imposes development cost charges in relation to a development

authorized by a building permit that authorizes the construction of a building that will, after the construction, contain fewer than four dwelling units and be put to no other use other than residential use in those dwelling units.

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Lillooet West DCC Waiver - area specific reduction for social housing rental units - as defined and outlined in DCC waiver bylaw

Bylaw No. 8647:

1) DCC are hereby waived in relation to the Eligible Development proposed to be constructed on the site as shown outlined in red on the attached map, and the DCC rates for the Eligible Development are hereby set at zero.

2) For the purpose of this Bylaw, "Eligible Development" means social housing units where the rental rate structure is secured by way of a lease agreement, affordable housing agreement bylaw, Section 219 land use covenant or other measure acceptable to the Municipal Solicitor

Agricultural Development:

- No DCCs imposed on agricultural development (e.g., greenhouses)

B.14 City of Pitt Meadows

Population (2021 Census): 19,146

By-law Number:

- Bylaw No. 2995, 2024 (adopted September 10, 2024)
- Bylaw No. 2928 (adopted February 28, 2023)

Source:

- https://www.pittmeadows.ca/city-hall/bylaws-policies/bylaws/development-cost-charges-bylaw-no-2995-2024

- https://www.pittmeadows.ca/sites/default/files/2023-03/Development%20Cost%20Charges%20Reduction%20Bylaw%20No.%202928%2C%202022.pdf

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Major Roads
- Water
- Sanitary
- Drainage
- Parks

Residential DCC Rates by Category:

Category	Single Family (per unit)	Two-Family, Three-Family or Townhouse (per unit)	Apartment (per unit)
Major Roads	$13,867	$9,713	$7,077
Water	$1,668	$1,382	$965
Sewer	$626	$518	$362
Drainage	$642	$417	$154
Parks	$6,371	$5,276	$3,683
Total	**$23,183**	**$17,306**	**$12,241**

Residential Definitions:

- "per unit" means:
  - for single family residential — per additional parcel of land created by subdivision;
  - for two-family, three-family or townhouse residential — per dwelling unit in a two-family or three-family dwelling or townhouse building; and
  - for apartment residential — per dwelling unit in an apartment building.

Non-Residential DCC Rates by Category:

Category	Commercial (per sq.m of gross floor area)	Industrial (per sq.m of gross floor area)	Institutional (per sq.m of proposed development area)
Major Roads	$18.04	$52.73	$27.75
Water	$2.09	$4.69	$2.35
Sewer	$0.78	$1.76	$0.88
Parks	$0	$0	$0
Drainage	$1.45 (per sq.m of development area)	$1.45 (per sq.m of development area)	$1.16
Total	**$20.91 + drainage charge**	**$59.18 + drainage charge**	**$32.14**

Non- Residential Definitions:

- **Development area** means:
  - the area within the footprint of a proposed building or structure; and
  - any area of the parcel being developed that is improved for landscaping, parking, storage, loading and unloading; but
  - excludes the area attributed to aprons, runways, helipads, taxiways, taxi lanes, aircraft parking, passenger/cargo loading and unloading, staging areas, and all other movement and maneuvering areas on the airside of the Airport required for aviation purposes.
- **"gross floor area" or "GFA"** means the total area of all floors enclosed by the inside edge of the exterior walls of a building including without limitation, mezzanines, stairways, elevator shafts, storage and mechanical rooms.

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Section 6 of Bylaw 2995: Every person who obtains approval of a building permit for the construction, alteration or extension of a building that will contain fewer than four (4) self-contained dwelling units must pay to the City a DCC for each of the services referred to in Schedule A

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Reduction of DCCs is provided for in a separate bylaw (Bylaw 2928)

  Section 2.1:

  For the purpose of this bylaw, an eligible development is one which:

  (a) in whole or in part includes the not-for-profit rental housing proposal by Metro Vancouver Housing Corporation for lands located at Lot 2 Section 1 Range 1 New Westminster District Plan BCP32780 - 19085 119B Avenue, Pitt Meadows;

  (b) is subject to a lease with the City of Pitt Meadows for a period of no less than 20 years; and

  (c) rents 100% of its units to tenants with a gross household income at or below the BC Housing Income Limits

  Section 3.1:

  The DCC payable pursuant to DCC Bylaw 2382 and Bylaw No. 2685 (both bylaws are repealed through Bylaw No. 2995) are reduced by 100% for eligible developments

Agricultural Development:

Intensive Agriculture (per sq.m of proposed development area):

- Major Roads - $6.94
- Water - $1.82
- Sewer - $0.00
- Drainage - $0.48
- Parks - $0.00

  TOTAL: $9.24

Definition - Intensive Agriculture: greenhouses, retail nurseries, manufacturing and processing plants for agriculture related products, facilities used for intensive livestock purposes, and commercial businesses located within agricultural zones. Produce stands, temporary uses (less than 6 months) and retail less than 100 sq.m will not be considered intensive agriculture

- Development area means:
  - the area within the footprint of a proposed building or structure; and
  - any area of the parcel being developed that is improved for landscaping, parking, storage, loading and unloading; but
  - excludes the area attributed to aprons, runways, helipads, taxiways, taxi lanes, aircraft parking, passenger/cargo loading and unloading, staging areas, and all other movement and maneuvering areas on the airside of the Airport required for aviation purposes.

B.15 City of Port Coquitlam

Population (2021 Census): 61,498

By-law Number:

- Bylaw No. 4320 (adopted December 12, 2023)
- Bylaw No. 3182 (adopted April 12, 1999)
-

Source:

- https://www.portcoquitlam.ca/media/file/development-cost-charge-bylaw-no-4320

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Municipal-wide
  - Transportation
  - Water
  - Drainage
  - Sewer
- Area-Specific
  - Park Acquisition and Development
- Park Acquisition and Development
  - Area 1:
    - Low Density Acquisition - $2,764/unit

    - Low Density Development - $368/unit
    - High Density Acquisition - $1,578/unit
    - High Density Development - $210/unit
    - Commercial Development - $1.28/sq.m
    - Industrial Development - $6,334/hectare
  - Area 2:
    - Low Density Acquisition - $0/unit
    - Low Density Development - $368/unit
    - High Density Acquisition - $0/unit
    - High Density Development - $210/unit
    - Commercial Development - $1.28/sq.m
    - Industrial Development - $6,334/hectare

Residential DCC Rates by Category:

Category	Single Family (per dwelling unit/lot)	Ground-Oriented Multi-Family (per dwelling unit)	Multi-Family (per dwelling unit)
Transportation	$9,119	$4,799	$3,216
Water	$0	$0	$0
Drainage	$4,871	$3,171	$1,608
Sewer	$1,772	$927	$629
Parks	See above	See above	See above
Total	**$15,762 + parks**	**$8,897 + parks**	**$5,453 + parks**

Residential Definitions:

- **Single Family:** development that contains not more than one single unit dwelling for residential use and that is separate on all sides from any other building. Where specially permitted in the Zoning Bylaw, this use may contain one additional dwelling unit in the form of a secondary suite
- **Ground-Oriented Multi Family**: residential development which includes townhouse, rowhouse, duplex and multi-plex
- **Multi-family:** development of a residential building which contains multiple dwelling units accessible via a common hallway or corridor and shared entrance facilities, and includes apartment dwellings

Non-Residential DCC Rates by Category:

Category	Commercial (per sq.m of gross floor area)	General/Light Industrial (per sq.m of gross floor area)	Heavy Industrial (per hectare of total site area)	Institutional (per sq.m of gross floor area)
Transportation	$73.43	$27.36	$43,146	$47.99
Water	$0	$0	$0	$0
Drainage	$19.30	$25.27	$76,280	$38.14
Sewer	$2.98	$1.49	$14,904	$1.66
Parks	See above	See above	See above	See above
Total	**$95.71 + parks**	**$54.12 + parks**	**$134,330 + parks**	**$87.79 + parks**

Non- Residential Definitions:

- **Commercial:** a commercial development in a commercial zone listed in the Zoning Bylaw or a similar development in another zone permitted in accordance with the zoning bylaw, in which the predominant use of the zone, as determined by its purpose and list of permitted uses, is of a commercial nature
- **General/Light Industrial:** an industrial development in a zone listed int he zoning bylaw, or similar development in another Zone permitted in accordance with the zoning bylaw, in which the predominant use, as determined by its general purpose and list of permitted uses, is of general or light industrial nature
- **Heavy Industrial:** an industrial development in a zone listed in the zoning bylaw, or similar development in another zone permitted in accordance with the zoning bylaw, in which the predominant use, as determined by its general purpose and list of permitted uses, is of heavy industrial nature
- **Institutional:** an institutional development in a zone listed in the zoning bylaw, or similar development in another zone permitted in accordance with the zoning bylaw, in which the predominant use, as determined by its general purpose and list of permitted uses, is of institutional nature

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units

- Section 3.2 of Bylaw No. 4320: For certainty, this bylaw imposes charges in respect of Building Permits authorizing the construction of buildings or structures that will, after the construction, contain fewer than four dwelling units and for which the dwelling units in the building or structure will be put to no use other than residential use

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- N/A

Agricultural Development:

- Practice is unclear based on survey research

B.16 City of Port Moody

Population (2021 Census): 33,535

By-law Number:

- Bylaw No. 3054 (adopted January 14, 2020)
- Bylaw No. 3212 (adopted November 26, 2019)

Source:

- https://www.portmoody.ca/common/Services/eDocs.ashx?docnumber=649534
- https://www.portmoody.ca/common/Services/eDocs.ashx?docnumber=487384

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Apply to all areas, except those shown in Schedule B of Bylaw 3054
    - Water
    - Sewer
    - Drainage
    - Roads
    - Park

Residential DCC Rates by Category:

Category	Laneway Houses (per dwelling unit)	Single Detached, Duplex (per dwelling unit)	Multi-Residential Townhouses (per sq.m)	Multi-Residential – up to 6 storeys (per sq.m)	Multi-Residential – Transit Oriented Development Area (TOD) greater than 6 storeys (per sq.m)
Water	$0	$0	$0	$0	$0
Sewer	$15	$57	$0.21	$0.16	$0.18
Drainage	$592	$3,050	$6.04	$3.46	$5.12
Roads	$943	$3,628	$7.25	$9.44	$7.61
Parks	$9,183	$28,159	$136.49	$109.82	$109.82
Total	**$10,733**	**$24,893**	**$149.98**	**$122.88**	**$138.10**

Residential Definitions:

- **Laneway House:** a dwelling unit in the rear yard of a single detached residential lot that is separate from and subordinate in scale to the principal dwelling unit on the lot and which may not be stratified
- **Single Detached:** a residential use in which the principal building on a lot is used for one dwelling unit and may contain a secondary suite
- **Duplex:** a residential use in which a building on a lot is used for two (2) independent dwelling units in a variety of configurations, neither of which is a detached accessory dwelling unit or secondary unit
- **Multi-Residential:** a residential use in a building divided into not less than three (3) dwelling units, including triplex, quadplex, townhouse, and apartment forms
- **Multi-Family TOD:** a multi-residential development within an area designated as a Transit-Oriented Development area

Non-Residential DCC Rates by Category:

Category	Commercial General/ Institutional (per sq.m)	Commercial Transit-Oriented Development (per sq.m)	Industrial (per sq.m)
Water	$0	$0	$0
Sewer	$0.17	$0.23	$0.26
Drainage	$7.03	$7.98	$31.22
Roads	$42.21	$27.37	$11.13
Parks	$0	$0	$0
Total	**$49.41**	**$35.58**	**$42.61**

Non- Residential Definitions:

- **Commercial, General:** a use providing for the sale of goods and services, including retail, personal services, and entertainment uses
- **Institutional:** a use providing for a public function or civic purpose including (a) federal, provincial, and local government offices, courts, jails, and correctional facilities; (b) public schools, colleges, hospitals, libraries, and museums; (c) public parks, playgrounds, and cemeteries; (d) municipal community centres, swimming pools, and public works yards, fire, police, ambulance stations; (e) cultural, artistic, or heritage facilities or services, but does not include a commercial or industrial use
- **Commercial TOD:** a use providing for the sale of goods and services within an area designated as a Transit-Oriented Development area
- **Industrial:** includes both industrial use and light industrial as defined in the zoning bylaw
    - Zoning bylaw: “INDUSTRIAL” means a use providing for the manufacturing, storage, transporting, distributing, wholesaling, testing, servicing, repairing, wrecking, or salvaging of goods, materials, or things; includes the operation of truck terminals, docks, railways, passenger depots, and bulk loading and storage facilities, but excludes commercial showrooms or display areas and the production, refining, or processing of Dangerous Goods.

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Section 4.3 of Bylaw 3054: DCCs apply to a building permit that authorizes the construction, alteration, or extension of a building that will, after the construction, alteration or extension, contain one (1) or more self-contained residential dwelling units other than a building permit for a secondary suite when an existing single detached residential unit or a duplex

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Reduction of DCCs is provided for in a separate bylaw (Bylaw No. 3212):

- **Eligible Development** means a development or Residential use containing one or more Dwelling Units to be occupied as For-Profit Affordable Rental Housing or Not-for-Profit Affordable Rental Housing or both, each such Dwelling Unit being subject to a Housing Agreement and a covenant registered in the Land Title Office under section 219 of the Land Title Act that guarantees the affordable use of the Dwelling Unit for a period set out in the Housing Agreement or covenant;

- **Affordable rental housing:** means residential housing within a development that is available for occupancy solely on a rental basis at a rental rate established under a Housing Agreement

- **For-Profit-Affordable-Rental Housing** means a rental occupancy for a Dwelling Unit that is established and governed by a Housing Agreement, the rental rate not being more than 85 percent of the current median market rent levels established by CMHC for the City or region as of the date of the first reading of a bylaw authorizing the Housing Agreement that applies to the Dwelling Unit;

- **Not for Profit Affordable Rental Housing** means a Residential Development or Supporting Living Housing that is:
    - owned or held by BC Housing, CMHC, a Municipal Housing Corporation, or a Registered Society;

  - operated as rental housing for persons who meet criteria established by the organization owning or holding the property for occupying a Dwelling Unit within the Development; and
  - governed by a Housing Agreement or a covenant registered on title or both with BC Housing, CMHC or the City but does not include a facility under the Community Care and Assisted Living Act, the Continuing Care Act, Hospital Act, Mental Health Act, or a housing-based health facility that provides hospitality support services and personal health care;

- **Housing Agreement** means a housing agreement pursuant to a Bylaw adopted under section 483 of the Local Government Act, or an agreement for the provision of Affordable Rental Housing with BC Housing or CMHC;

- **Qualified Tenant** means (a) Residential tenant(s) whose maximum gross household income is within the current housing income limit (HIL) established and published by BC Housing for occupancy in the corresponding size of housing unit, or who meet(s) similar income eligibility criteria established by CMHC for occupation of affordable rental housing within the Greater Vancouver area;

- Section 3.1: DCC that would otherwise be payable in respect of a Residential use development are reduced for an eligible development as follows: (a) a reduction by 50% for BC Housing, CMHC, a Municipal Housing Corporation, or a Registered Society as the registered owner of the property in respect of only those dwelling units that are to be occupied by qualified tenants as Not-for-Profit Affordable Housing; and (b) a reduction by 25% for a Multi-Residential development in respect of only those dwelling units that are to be occupied by qualified tenants as For-Profit Affordable Rental Housing

Agricultural Development:

- No agriculture or greenhouses in the City, so no DCCs

B.17 City of Richmond

Population (2021 Census): 209,937

By-law Number:

- Bylaw No. 9499 (effective May 14, 2019)

Source:

- https://www.richmond.ca/__shared/assets/BL_9499_07242369139.pdf

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Road
- Drainage
- Water
- Sanitary
- Park Acquisition
- Park Development

Municipal wide charges. Additional supplementary DCCs in Alexandra Area for all services

Residential DCC Rates by Category:

Category	Single Family (per lot)	Townhouse (per sq.ft. of dwelling unit)	Apartment (per sq.ft. of dwelling unit)
Roads	$19,392	$9.65	$12.76
Drainage	$23,832	$10.63	$8.13
Water	$1,089	$0.74	$0.82
Sewer	$2,273	$1.54	$1.70
Park Acquisition	$9,240	$6.25	$6.92
Park Development	$5,312	$3.59	$3.98
Total	**$61,138**	**$32.40**	**$34.31**

Residential Definitions:

- **Single Family:** single residential detached housing that has a maximum of one principal dwelling unit and a secondary suite or coach house as defined in the

Richmond Zoning Bylaw. This rate also applied to each dwelling unit of two-unit dwellings as defined in the Richmond Zoning Bylaw

- **Coach House:** a self-contained dwelling that (a) is accessory and either attached or detached to the single detached housing unit, except in Edgemere where it must be detached from the principal dwelling unit; (b) has at least 75% of its floor area located above the garage except in Edgemere where a maximum of 60% of its floor area must be located above a detached garage; (c) has cooking, food preparation, sleeping and bathing facilities that are separate from those of the principal dwelling unit located on the lot; (d) has an entrance separate from the entrance to the garage; (e) is a separate and distinct use from a secondary suite, and does not include its own secondary suite.
- **Townhouse:** a building or group of buildings containing three or more ground-oriented dwelling units with a separate exterior entrance directly accessible (i.e. without passing through a common lobby or corridor) from a road or an open space or a common roof deck landscaped as an amenity space, and which may share walls with adjacent dwelling units, may be arranged two deep, either horizontally so that dwellings may be attached at the rear as well as the side, or vertically so that dwellings may be placed over each other, and may also contain detached town housing with individual dwelling units on the strata lot.
- **Apartment:** a residential dwelling unit which is or will be situated in a building consisting of two or more dwellings in which the dwellings are arranged in any horizontal or vertical configuration and have access from a common interior corridor. This also includes congregate housing which is a multi-unit residential building that contains two or more independent or semi-independent units which shall be supplemented by professional medical care, lay supervision and care, communal dining facilities and housekeeping services

Non-Residential DCC Rates by Category:

Category	Commercial (per sq.ft. of building area)	Light Industrial (per sq.ft. of building area)	Major Industrial (per acre of gross site area)	Institutional (per sq.ft. of building area)
Roads	$13.85	$9.89	$51,705	$13.85
Drainage	$7.08	$7.08	$141,057	$7.08
Water	$0.28	$0.28	$3,906	$0.28
Sewer	$0.58	$0.58	$8,154	$0.58
Park Acquisition	$0.23	$0.23	$907	$0.23
Park Development	$0.13	$0.13	$521	$0.13
Total	**$22.15**	**$18.19**	**$206,249**	**$22.15**

Non- Residential Definitions:

- **Commercial:** all developments zoned commercial and all developments having commercial uses undertaken in buildings or on land where zoning designation is other than commercial. Commercial use means the carrying on of any business, including the sale or provision of goods, accommodation, entertainment, meals or services, but excludes industrial uses
- **Light Industrial:** development zones industrial, general, except where the use is other than industrial, general as defined in the Richmond Zoning Bylaw
  - Zoning Bylaw: Industrial, General means the processing, storage, assembly, fabrication, distribution, cleaning, servicing, repairing or testing and manufacturing of materials or equipment for institutions, industrial or commercial businesses for their direct use or for resale to individual business customers but not the general public, where the activities are wholly enclosed within a building or buildings, and this use does not include other uses defined separately. This use includes ancillary office space provided it is only used to administer the industrial use, and is not a stand-alone office space.
- **Major Industrial:** development zones industrial, heavy, except where the use is other than industrial, heavy, as defined in the Richmond Zoning Bylaw
  - Zoning Bylaw: Industrial, Heavy means the processing, storage, distribution, cleaning, servicing, repairing or testing and manufacturing of

materials or equipment for institutions, industrial or commercial businesses for their direct use or for resale to individual business customers but not the general public, and includes those developments which may have a significant detrimental effect on the safety, use, amenity, enjoyment of adjacent or nearby sites due to appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods such as a sawmill, planning mill, veneer and plywood plant, wood preserving plant, brewing or distilling plant, paint manufacturing plant, carpet mill, and iron or steel foundry, but does not include other uses that are defined separately or hazardous waste and outdoor demolition waste transfer stations. This use includes ancillary office space provided it is only used to administer the industrial use, and is not a stand-alone office space

- **Institutional:** development which is created and that exists by law or public authority for the benefit of the public in general, and includes public hospitals, public and private schools, and facilities used primarily for public services

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- **Section 1.2.1(b) of Bylaw**: DCC are imposed on every person who obtains a building permit authorizing the construction, alteration or extension of a building or part of abuilding that will, after the construction, alteration or extension, contain one or more self-contained dwelling units

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

N/A

Agricultural Development:

DCC for agricultural is set out as $0 in DCC rate table

B.18 City of Surrey

Population (2021 Census): 568,322

By-law Number:

- Bylaw No. 21174 (adopted May 6, 2024)

Source:

- https://www.surrey.ca/sites/default/files/media/documents/Development-Cost-Charges-Bylaw-number-21174.pdf

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- City Wide (including City Centre and West Clayton)
  - Water
  - Sewer
  - Arterial Roads
  - Collector Roads
  - Drainage
  - Parkland Acquisition
- Area specific rates for:
  - City centre (City-wide charge + property acquisition for road network)
  - Anniedale-Tynehead (water, sewer, arterial roads, collector roads, drainage, and parkland acquisition)
  - Redwood Heights (water, sewer, arterial roads, collector roads, drainage, and parkland acquisition)
  - Darts Hill (water, sewer, arterial roads, collector roads, drainage, and parkland acquisition)

Residential DCC Rates by Category:

Category	Single Family (per lot)	Multi-Family (per sq.ft. of Dwelling Unit)
Water	$3,404	$1.39
Sewer	$5,270	$2.14
Arterial Roads	$21,494	$8.08
Collector Roads	$5,019	$1.89
Drainage	$4,177	$1.56
Park Acquisition	$15,895	$14.57
Total	**$55,260**	**$29.63**

Notes:

- Above rates for single family reflect single family residential zone, multi-family rates reflect zones multi-residential 15 and multi-residential 30
- Different rates are in place for different zones (e.g. one-acre residential, half acre residential, single family residential, etc.) – refer to by-law schedule for full summary of rates

Residential Definitions:

- Residential categories are defined based on zones as provided in the zoning bylaw. There are 18 different residential zones that are provided for in the bylaw

Non-Residential DCC Rates by Category:

Category	Commercial (per sq.ft. of building area) – Ground Floor	Commercial (per sq.ft. of building area) – All Other Floors	Industrial (per acre) – developed area	Industrial (per sq.ft. of building area) – all other floors	Institutional (per sq.ft. of building area)
Water	$0.81	$0.81	$7,771	$0.19	$0.88
Sewer	$1.20	$1.20	$12,033	$0.28	$1.20
Arterial Roads	$7.99	$5.04	$43,046	$0.63	$0
Collector Roads	$1.87	$1.18	$10,052	$0.15	$0
Drainage	$2.71	$0.54	$35,503	$0.16	$1.63
Park Acquisition	$0	$0	$0	$0	$0
Total	**$14.58**	**$8.77**	**$108,406**	**$1.40**	**$3.71**

Notes:

- Commercial charge is for all commercial except tourist accommodation, golf course, marina, commercial recreation, child care
- Industrial charge is for all types of industrial: includes business park, light impact industrial, high impact industrial, salvage industrial, agro-industrial

- Institutional charge is for assembly halls and cemeteries, different charges for schools, hospitals, federal and provincial buildings, etc. No charge imposed on municipal buildings.

Non- Residential Definitions:

- Non-residential categories are defined based on zones as provided in the zoning bylaw.
  - There are 5 industrial zones, 12 commercial zones, and 3 institutional zones

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Exemption for less than 4 units has been excluded from the list of exemptions in section 8.

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Provided within DCC bylaw - not a separate bylaw

Definition: Eligible Development means a development that is eligible in accordance with 563 of the Local Government Act for a rental housing development operated by public housing bodies prescribed in the Residential Tenancy Act and Regulations if the units are subject to a legal agreement securing rental tenure for a minimum period of 60 years, as accepted by the City, and is either:

(a) wholly owned and operated by a public housing body; or

(b) operated by a public housing body, pursuant to a legal agreement with the property owner.

Note: public housing bodies as per Residential Tenancy Act Regulations:

a) the British Columbia Housing Management Commission;

b) the Canada Mortgage and Housing Corporation;

c) the City of Vancouver;

d) the City of Vancouver Public Housing Corporation;

e) Metro Vancouver Housing Corporation;

f) the Capital Region Housing Corporation;

g) any housing society or non-profit municipal housing corporation that has an agreement regarding the operation of residential property with the following: (i)the government of British Columbia;

(ii)the British Columbia Housing Management Commission;

(iii)the Canada Mortgage and Housing Corporation;

(iv)a municipality;

(v)a regional district;

h) any housing society or non-profit municipal housing corporation that previously had an agreement regarding the operation of residential property with a person or body listed in paragraph (g), if the agreement expired and was not renewed

Section 8.(c) of Bylaw: DCC are not payable if the permit 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, used for an Eligible Development

Agricultural Development:

DCC for general agricultural and intensive agricultural is $0, as provided in bylaw schedules (note: zoning of A-1: general agriculture and A-2: intensive agriculture are shown as having no DCC applicable in the bylaw schedule)

B.19 TransLink

By-law Number:

- By-law No. 155-2024 (Effective January 1, 2025)
- By-law No. 125-2018 (adopted December 6, 2018)

Source:

- https://www.translink.ca/-/media/translink/documents/about-translink/governance-and-board/bylaws/dcc-bylaw-1552024.pdf
- https://www.translink.ca/-/media/translink/documents/about-translink/governance-and-board/bylaws/bylaw_125_2018_consolidated.pdf

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

Translink Transportation – Region-wide

Residential DCC Rates by Category:

Category	Single Family Dwelling (per dwelling unit)	Duplex (per dwelling unit)	Townhouse (per dwelling unit)	Apartment Dwelling Unit (per dwelling unit)
TransLink	$3,330	$2,765	$2,765	$1,729

Residential Definitions:

- **Single Family:** a detached building or structure that contains one principal Dwelling Unit and may contain one Secondary Suite
- **Duplex:** 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
- **Townhouse:** a Dwelling Unit in a building or a structure that contains or may contain three or more Dwelling Units, each of which Dwelling Unit has a direct exterior entrance
- **Apartment:** 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

Non-Residential DCC Rates by Category:

Category	Retail/Service (per sq.ft. of floor area)	Office (per sq.ft. of floor area)	Institutional (per sq.ft. of floor area)	Industrial (per sq.ft. of floor area)
TransLink	$1.40	$1.13	$0.55	$0.33

Non- Residential Definitions:

- **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
- **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
- **Institutional Use**: has the meaning given to such a 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 jails; (e) libraries and museum; (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

- **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

Treatment of Residential Developments Less than Four (4) Units:

- Section 3.(1) and 3.(2) of Bylaw No. 155-2024:
- Section 3.(1): Every person who obtains from the applicable Collection Entity a Building Permit must pay to that Collection Entity on behalf of the Authority the applicable development cost charges at the rates effective as at the date of the approval of the Subdivision
- Section 3.(2): a Building Permit in Section 3.(1) 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

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- Exemptions provided through By-law No. 125-2018

Section 3.(1): Waiver of DCC for Eligible Not-for-Profit Affordable Rental Housing Development

- For an Eligible Affordable Rental Housing Development, the Authority will waive DCC that are otherwise payable in respect of:

a) all Dwelling Units within the Development, if at least 30% of such Dwelling Units are to be occupied by households with incomes at or below housing income limits for the corresponding size of housing unit, as set out in the current "Housing Income Limits" table published by the BC Housing, or equivalent publications; or

b) only those Dwelling Units within the Development that are to be occupied by households with incomes at or below housing income limits for the corresponding size of housing unit, as set out in the current HILs table, or equivalent publication, if less than 30% of all of the Dwelling Units are to be occupied by such households

- Section 3.(2): Reduction of DCC for Eligible Not-for-Profit Student Housing Development
  - for an Eligible Student Rental Housing Development, the Authority will reduce by 50% the DCC that are otherwise payable in respect of all Dwelling Units within the Development that are to be occupied by students attending the Post-Secondary Institution.

Agricultural Development:

- Agriculture uses are proposed to be exempt, on the grounds that most agriculture does not make significant demands on transit infrastructure.

B.20 Tsawwassen First Nation

No DCCs imposed

B.21 City of Vancouver

Population (2021 Census): 662,248

By-law Number:

- Bylaw No. 9755 (effective December 10, 2024) general area of the city
- Bylaw No. 12183 (effective December 10, 2024) utilities
- Bylaw No. 9418 (effective September 30, 2024) area-specific DCL

Source:

- https://bylaws.vancouver.ca/9755c.PDF
- https://bylaws.vancouver.ca/12183c.PDF
- https://bylaws.vancouver.ca/9418c.PDF

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- General Area (Bylaw 9755): highway facilities, replacement housing, childcare, providing and improving parkland
  - areas outlined in maps in bylaw are excluded from DCCs - areas have already paid DCLs (False Creek North ODP and Central Waterfront Port Lands)
- Utilities (Bylaw 12183): expanding sewage, water, drainage facilities
- Area-Specific (Bylaw 9418): highway facilities, child care, providing and improving parkland, replacement housing, replacing sewage, water, drainage facilities
  - Note: each project identified is associated with a specific development area - mapped out in the bylaw

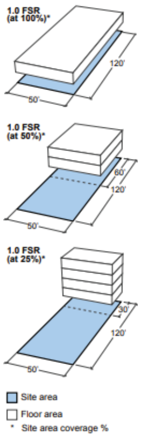
Residential DCC Rates by Category:

- Bylaw 9755 General Area DCL:
  - Residential at or below 1.2 Floor space ratio, Laneway House - $59.01/per sq.m
  - Medium Density Residential Above 1.2 to 1.5 Floor space ratio - $126.98/per sq.m
  - Higher Density Residential Above 1.5 floor space ratio - $254.21/per sq.m
- Bylaw 12183 Utilities DCL:
  - Residential at or below 1.2 Floor space ratio, Laneway House - $36.97/per sq.m
  - Medium Density Residential Above 1.2 to 1.5 Floor space ratio - $79.65/per sq.m
  - Higher Density Residential Above 1.5 floor space ratio - $159.29/per sq.m

Residential Definitions:

- Floor Space Ratio (FSR): figure obtained when the area of the floors of the buildings on a site is divided by the area of the site in accordance with the Zoning and Development By-law
- Laneway House: ascribed to it by section 2 of the Zoning and Development By-law
- Definition in Zoning and Development Bylaw: A detached dwelling unit constructed in the rear yard of a site on which is situated a Single Detached House or
- Single Detached House with Secondary Suite, but does not include Infill Single Detached House.

Diagram: Floor Space Ratio



Non-Residential DCC Rates by Category:

- Bylaw 9755 General Area DCC:
  - Industrial - $101.69/per sq.m
  - Mixed Employment (Light Industrial) - $190.54/per sq.m
  - Commercial & Other - $254.21/ per sq.m
  - School use: $5.49/per sq.m
  - Childcare, temporary building, community energy centre, cultural facility, community centre, library, public authority use, social service centre, and works yard: $10/building permit
- Bylaw 12183 Utilities DCC:

  - Industrial - $31.84/per sq.m
  - Mixed Employment (Light Industrial) - $59.71/per sq.m
  - Commercial & Other - $79.65/ per sq.m

Non- Residential Definitions:

- Industrial: (a) any zoning district designated as "Industrial" by section 9.1 of the Zoning and Development By-law, and includes the following zones I-2, M-1, M-1A, M-1B, M-2 zoning districts;
  - the land zoned by CD-1 By-law No. 6654 with respect only to those uses that the by-law permitted on the date of its enactment;
  - for all other zones involving industrial uses including MC-1, MC-2, and IC-3, DCLs to be applied based on land use category where industrial means any manufacturing use, transportation and storage use, and wholesale use as defined in the Zoning and Development By-law
- Mixed Employment: the following zones: IC-1, IC-2, I-1, I-3, I-4, I-1a, I-1B and I-1C zoning districts

Treatment of Residential Developments Less than Four (4) Units:

- Section 3.3 of Bylaw No. 9755: A levy is payable where a building permit authorizes the construction, alteration, or extension of a building that, after the construction, alteration, or extension, will:
  - contain less than four self-contained dwelling units;
  - be put to no other use other than residential use in those dwelling units; and
  - in the case of an alteration or extension, except for the alteration or extension of a garage into a laneway house, include an addition of 46.5 m² or more of floor area.

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

Exemption provided within DCL bylaw - additional administration clauses and requirements are provided within bylaw

"for-profit affordable rental housing" means a new building containing multiple dwelling units, which meets the requirements of section 3.1A to be for-profit affordable rental housing, but does not include alterations of or extensions to those dwelling units;

Section 3.1A of Bylaw No. 9755:

3.1A Council waves or reduces the levy for the construction of for-profit affordable rental housing, which shall mean housing where

(a) all dwelling units in the building are rental units;

(b) no dwelling units are strata units;

(c) DELETED

(d) At least 20% of the residential floor area that is counted in the calculation of the floor space ratio consists of units with average rents per unit type at initial occupancy and upon a change in tenancy of a unit that do not exceed a rate that is at least 10% less than the average rents for studio units, one bedroom units, two bedroom units and units with three or more bedrooms in the city, as published by the Canada Mortgage and Housing Corporation in the Rental Market Survey Data Tables in the previous calendar year, or where instead of complying with (d);

(e) agreed upon average rents per unit type for initial occupancy do not exceed the average rents for studio units, one bedroom units, two bedroom units and units with three or more bedrooms built in the City since 2005, as published by the Canada Mortgage and Housing Corporation in the Rental Market Survey Data Tables in the previous calendar year, except that such rents may be 10% higher than the rents otherwise stipulated under this section if the housing is located in the West Area as shown on the map attached to this By-law as Appendix “A” and rents shall also be adjusted annually on January 1:

(i) for all studio units, one bedroom units, two bedroom units and units with three or more bedrooms to reflect the change in average rents for studio units, one bedroom units, two bedroom units, and units with three or more bedrooms built in the City since 2005, as those rents are set out by the Canada Mortgage and Housing Corporation in the Rental Market Survey Data Tables published in the previous calendar year, or the most recently published data for the newest building age category for private rental apartment units published in the Canada Mortgage and Housing Corporation's Rental Market Survey Data Tables; or

(ii) when the average rent data for any bedroom type is not reported in the Canada Mortgage and Housing Corporation's Rental Market Survey Data Tables, the change in average rents will reflect the average rents for the most recent building age category available in the Canada Mortgage and Housing Corporation's Housing Market Information Portal, as those rents are set out for the previous calendar year,

(f) the owner of the property on which such housing is situated has registered against title to that property an instrument, in form and substance, and with priority of registration, satisfactory to the Director of Legal Services, ensuring the initial rents are in accordance with 3.1A (d) or 3.1A (e), and otherwise in compliance with this By-law, and restricting the tenure of such housing to rental for:

(i) the longer of the life of the building in which they are situated and 60 years, or

(ii) such other term to which the City and owner may agree; and

(g) class A for-profit affordable rental housing shall mean housing in compliance with subsections (a), (b), (d) and (f), and class B for-profit affordable rental housing shall mean housing in compliance with subsections (a), (b), (e) and (f).

100% DCC Waiver: For-Profit Affordable Rental Housing - Class A
86.24% DCC Waiver: For-Profit Affordable Rental Housing - Class B

Agricultural Development:

Practice is unclear based on survey research

B.22 District of West Vancouver

Population (2021 Census): 44,122

By-law Number:

- Bylaw No. 3801, 1993 (effective November 25, 2024)
- Bylaw No. 5258, 2023 (read September 11, 2023)

Source:

- https://westvancouver.ca/sites/default/files/media/documents/3801%20DEVELOPMENT%20COST%20CHARGE%20BYLAW%203801%201993%20%28CONSOLIDATED%20UP%20TO%20AMENDMENT%20BYLAW%205209%202024%29_0.pdf
- https://westvancouver.ca/media/2911

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

Area Specific DCCs:

- Water
- Drainage
- Highway Facilities
- Public Open Spaces

Residential DCC Rates by Category:

- West of Nelson Creek, and N. of Upper Levels; N. of Horseshoe Bay - $12,376 per unit
- East of Nelson Creek, W. of Cypress Creek and N. of Upper Levels - $15,539 per unit
- East of Cypress Creek, W. of existing development & N. of Upper Levels - $15,658 per unit
- Infill: apartment, single family, and non-residential: $9,196 per unit

Residential Definitions:

N/A

Non-Residential DCC Rates by Category:

Non-residential units are calculated on the gross floor area, with each 186 sq.m (approximately 2,000 sq.ft.) equal to one unit

Non-Residential Definitions:

- N/A

Treatment of Residential Developments Less than Four (4) Units:

DCCs are not imposed on developments containing less than four self-contained dwelling units

Section 3.(b)(i) of Bylaw: No charge is payable where the building permit authorizes the construction, alteration or extension of a building that will, after construction, alteration or extension contain less than four self-contained dwelling units

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

Separate bylaw for waiver for eligible developments for the Kiwanis North Shore Housing Society:

(a) not-for-profit rental housing, including supportive living housing; and

(b) for-profit affordable rental housing

Bylaw No. 2911 Section 2.1 – eligible Development includes:

2.1.1 Housing owned and managed by a public body, a non-profit society registered in BC or a charity registered in Canada, or housing in which occupants are provided with they support of assistance they require to meet their daily needs and carry out daily activities;

2.1.2 Housing that is subject to a housing agreement limiting the form of tenure to rental tenure, restricting occupancy to individuals or households with low to moderate incomes, and restricting rents to an amount no greater than 75% of average market rents

Bylaw Section 3.1:

The DCC that would otherwise be payable for housing that is Eligible Development at 950 and 970 22nd Street, West Vancouver, and is owned by the District of West Vancouver and operated by Kiwanis North Shore Housing Society are hereby reduced by $1,434,732

Agricultural Development:

As per zoning bylaw, the District does not currently have a zone that permits intensive agriculture/greenhouse use. As such, no policy in place regarding DCCs imposed on those uses

B.23 City of White Rock

Population (2021 Census): 21,939

By-law Number:

- Bylaw No. 2112, 2015 (adopted July 25, 2016)

Source:

- https://www.whiterockcity.ca/DocumentCenter/View/287/Development-Cost-Charges-Bylaw-2015-Number-2112-PDF

Services Included and Basis of Charge (e.g. municipal-wide vs. area specific):

- Transportation
- Drainage
- Park Acquisition & Development
- Sanitary Sewer
- Water

Municipal wide charges

Residential DCC Rates by Category:

Category	Single Family (per lot)	Multi-unit (per dwelling unit)
Transportation	$2,858	$2,229
Drainage	$6,882	$1,858
Park Acquisition & Development	$7,080	$5,310
Sewer	$1,017	$763
Water	$1,457	$1,093
Total	**$19,295**	**$11,253**

Residential Definitions:

- **Single Family Residential Lot:** a lot where a single family residential building is a permitted use under the City of White Rock Zoning Bylaw
- **Multi-Family Residential:** means a building a contains more than one dwelling unit

Non-Residential DCC Rates by Category:

Category	Commercial (per sq.m of gross floor area)	Institutional (per sq.m of gross floor area)
Transportation	$34.29	$17.15
Drainage	$13.76	$13.76
Park Acquisition & Development	$0	$0
Sewer	$6.61	$5.60
Water	$9.47	$8.01
Total	**$64.13**	**$44.52**

Non- Residential Definitions:

- **Commercial:** a class of development that is used or intended to be used for commercial purposes as defined in the Zoning Bylaw and including both (CR) and (CS) designations
- **Institutional:** a building or structure used or intended to be used for institutional uses as provided for in the Zoning Bylaw,(P) designation, including but not limited to non-profit cultural, recreational, social, library, school, government, hospital or educational purposes.

Treatment of Residential Developments Less than Four (4) Units:

- DCCs are imposed on developments containing fewer than 4 dwelling units
- Section 10 of Bylaw: a DCC is payable for construction, alteration or extension of a building that will, after the construction, alteration or extension, contain fewer than 4 self-contained dwelling units

Rental Residential Development (Details on reductions/waivers, definitions, policies, etc.):

- N/A

Agricultural Development:

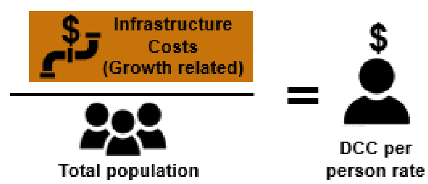
Practice is unclear based on survey research

SUMMARY OF HOW REGIONAL DCC RATES ARE CALCULATED

To better understand recommendations and options for updating regional DCC categories and definitions, it is helpful to briefly review the process for how Metro Vancouver calculates its DCC rates in accordance with the Provincial best practices guide. The following provides a high-level summary of DCC rate calculations. A separate report was brought to Finance Committee in April 2025 with additional detail on Metro Vancouver's DCC program and how regional projections are included in capital planning and rate calculations (Reference 1).

Step 1: Population, dwelling, and employment projects are used to determine the number of people per unit for each land use category. This is important as the number of people is used to estimate the relative demand for regional infrastructure and services. For example, household size or number of employees is linked to the use of water and sewer services as well as demand for regional parks.

- For residential uses, this refers to the average household size for different types of dwelling units (e.g., single detached, townhouse, apartment).
- For non-residential uses, this refers to the number of people (e.g., employees) per square meter of floor area.



Step 2: Capital planning processes estimate the amount of new infrastructure needed to service the region. This process looks at existing use and forecasted demand and identifies:

- What infrastructure projects will be needed to meet future demand and how much capacity they will need to serve.
- When projects will be needed and when they will need to start construction to be ready to meet future demand.
- Whether projects will serve existing needs (e.g., maintenance, resilience of existing systems) that are funded through existing ratepayers, or will serve growth (e.g., new infrastructure to meet a growing population) that are funded through DCCs.
- How much projects are anticipated to cost.

The total growth-related infrastructure costs for the next 30 years are divided by the total projected population equivalent to determine a DCC per person rate.

Step 3: The DCC per person rate is multiplied by the 'people per unit' equivalent for each land use to determine the associated DCC rate. For residential, this is a per unit charge while for non-residential, this is based on floor area (per square meter).

It is important to keep these factors in mind when reviewing recommendations and options. As per the Provincial best practice guide, DCCs should be linked to the demand that a certain land use has on infrastructure, rather than other factors such as the ability to pay. Therefore, even though some sectors may face greater financial barriers to development, DCCs are not necessarily a tool to reduce costs, unless the type of development can be linked to lower demand on regional infrastructure, or unless they meet the eligibility for a DCC waiver/reduction (e.g., affordable housing, projects with low environmental impact).

REFERENCES

1. Varn, H., McNell, H., and Navratil, P. March 27, 2025. Response to the MVRD Board's January 31, 2025 Resolution regarding: Cost Apportionment for Wastewater Treatment Plant Projects, Regional Projections and DCC Collections and Application. Retrieved from https://metrovancouver.org/boards/Finance/FIN-2025-04-17-AGE.pdf#page=288. Accessed May 12, 2025.

Proposed Updates to DCC Categories

Laurel Cowan

Division Manager, Regional Land Use Policy and Planning

Finance Committee, June 12, 2025

metrovancouver

1

CRITERIA

- **Implementation:** Is this a feasible option for Metro Vancouver?
- **Administration:** Is the option easy to interpret and administer?
- **Link to Infrastructure Demand:** Is there a rational connection between projected growth and the demand for regional infrastructure?
- **Alignment with Metro 2050:** Could the option encourage or discourage certain types of development that support Metro 2050 objectives?
- **Alignment with Members:** How does this align with approaches taken by member jurisdictions and TransLink?

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KEY TOPICS AND PROPOSED UPDATES

- **Residential allocation** – no change
- **Small-scale multi-unit housing** – create definitions and fair rates for multiplexes, separate laneway homes
- **Non-residential** – introduce sub-categories
- **Rental residential** – not recommended
- **Area-specific rates for growth areas** – not recommended

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METHOD FOR RESIDENTIAL DCC RATES

- **Per lot / per unit – recommended**
  - Most common approach used by members
  - Simplest for administration and implementation
  - Clearly linked to infrastructure demand
  - Averaging of unit sizes = averaged rates
- **Per floor area (square footage)**
  - Not as clearly linked to infrastructure demand
  - More precise DCC rates based on what is built
  - Could encourage compact design, may discourage family-sized

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SMALL-SCALE MULTI-UNIT HOUSING

Current definitions
- Single Detached (includes secondary suite & laneway home)
- Townhouse
- Apartment

Current rate categories
- RLDU - Residential Lot Development Unit
- Townhouse rate
- Apartment rate

What's Missing
- Duplex
- Triplex
- Multiplex
- Secondary suites and laneway homes outside Single Detached

Other Challenges
- Rates don't always reflect average household size / impact on regional infrastructure

SMALL-SCALE MULTI-UNIT HOUSING
RECOMMENDATIONS

- Add/update definitions to account for more housing forms
- Decrease avg household size for Multiplex and Laneway
- Remove Laneway from Single Detached – separate charge
    - **Alternative:** Keep Laneway in Single Detached definition and increase RLDU rate to reflect larger avg household size

SMALL-SCALE MULTI-UNIT HOUSING
RECOMMENDATIONS

Type of Development	Current System		Recommendations		Proportional Impact to Rates
	Units	Rate	Units	Rate	
Single Detached with suite	2	1x RLDU	2	1x RLDU	No change
Add a laneway to a Single Detached	1	Included in RLDU	1+	Apt rate / unit	Increase
Add a laneway home to any 'Plex'	1+	1x RLDU / unit	1+	Apt rate / unit	Decrease
Duplex	2	2x RLDU	2	2x TH	Decrease
Triplex	3	3x RLDU	3	3x Apt	Decrease
Multiplex	4+	Townhouse rate / unit	4	Apt rate / unit	Decrease

NON-RESIDENTIAL
RECOMMENDATIONS

- Proposed sub-categories:
  - Industrial
  - Commercial
  - Institutional
  - Agricultural Development
- Waiver/reduction bylaws for low environmental impact
  - Consider keeping for agricultural development
  - Explore for other uses (e.g. institutional)

NOT RECOMMENDED

Rental Residential

- No clear difference in infrastructure impact to owner housing
- Legislation does not permit Waiver/Reduction for market rental

Area-Specific Charges for Growth Areas

- Explored area-specific DCC rates in growth areas (near transit)
- No clear connection between regional infrastructure and transit proximity, potential inequities across the region

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NEXT STEPS

- Targeted Engagement
  - Members, TransLink, local First Nations
  - Industry – small/large residential developers, ICI developers, agriculture sector
- Final Recommendations – Finance Committee and Board in Sept 2025

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Thank you

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Together we make our region strong

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Finance Committee

From: Harji Varn, Chief Financial Officer / General Manager, Financial Services

Date: May 27, 2025 Meeting Date: June 12, 2025

Subject: **Manager's Report**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 27, 2025, titled "Manager's Report".

WORKPLAN

The Finance Committee's Work Plan for 2025 is attached to this report (Attachment 1). The status of work program elements is indicated as pending, in progress, or complete. The listing is updated as needed to include new issues that arise, items requested by the committee, and changes to the schedule.

GFOA CANFR AWARD

For the fourth consecutive year, Metro Vancouver has been recognized for its excellence in financial reporting, receiving the Canadian Award for Financial Reporting (CAnFR) from the Government Finance Officers Association (GFOA). The award recognizes Canadian local governments that go beyond the requirements of generally accepted accounting principles to prepare annual financial reports that show the spirit of transparency and full disclosure. Receiving the award is a significant accomplishment and is meant to encourage continuous improvement in financial reporting while helping the public better understand the financial operations of local governments. The award acknowledges the 2023 Annual Report, which was assessed by impartial Canadian Review Committee.

ATTACHMENT

1. "Finance Committee 2025 Work Plan" dated May 27, 2025.

REFERENCE

1. Metro Vancouver Regional District. (2023). Annual Financial Report 2023 For the year ended December 31, 2023. Retrieved from https://metrovancouver.org/about-us/Documents/gfoa-finance-annual-report-2023.pdf. Last accessed May 27, 2025.

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Finance Committee 2025 Work Plan
Report Date: May 27, 2025

Priorities

1st Quarter	**Status**
2025-2027 DCC Workplan	Completed
Review and Endorse Committee 2025 Priorities and Work Plan	Completed
Municipal Finance Authority Items/New Borrowing & Updates (if applicable)	Completed
Development Cost Charge Workplan Scope of Work Updates (as required)	Completed
TransLink Revised GVRF/CCBF Policy and Application Guide	In Progress
2026 Budget Engagement Timeline and Approach	Completed
Regional Culture Project Grants	Completed
Financial Policy & Practices Review (as required)	Pending
2nd Quarter	**Status**
Board Budget Workshop: 2026-2030 Financial Plan Direction	Completed
2024 Final Year End Financial Performance Results Review	Completed
2024 Audited Financial Statements	Completed
2024 External Audit Findings Report	Completed
2024 Statement of Financial Information (SOFI)	In Progress
2025 Financial Performance Report	In Progress
Development Cost Charge Workplan Progress Updates (as required)	In Progress
Municipal Finance Authority Items/New Borrowing & Updates (if applicable)	Pending
TransLink Greater Vancouver Regional Fund – Annual Report	Pending
Regional Culture Project Grants	In Progress
Financial Policy & Practices Review (as required)	In Progress
3rd Quarter	**Status**
Development Cost Charge Workplan Progress Updates (as required)	Pending
Municipal Finance Authority Items/New Borrowing & Updates (if applicable)	Pending
2025 - 2027 DCC Scope of Work Progress	Pending
2026 - 2030 Draft Capital Plan	Pending
Regional Culture Project Grants	In Progress
Financial Policy & Practices Review (as required)	Pending
4th Quarter	**Status**
2026 - 2030 Five Year Financial Plan and 2026 Budget & Annual Rates	Pending
2025 External Audit Plan	Pending
2025 Financial Performance Report	Pending
Development Cost Charge Workplan Progress Updates (as required)	Pending
Long Term Financial Plan (draft)	Pending
TransLink Federal Gas Tax/CCBF Application	Pending
Regional Culture Project Grants	In Progress
Financial Policy & Practices Review (as required)	Pending