

2025 BC TRANSIT

Climate Change Accountability Report





We acknowledge with respect that BC Transit delivers our mission on the ancestral territories of Indigenous Peoples across British Columbia, and their historical relationships with the land continue to this day.

Executive Summary

In 2025, BC Transit advanced one of the largest heavy-duty zero-emission vehicle deployments in the B.C. public sector, opened two fully electric facilities years ahead of the Province's zero-carbon building targets, expanded its climate risk and resilience program, and initiated engineering work to decarbonize additional transit centres.

At the same time, organization-wide greenhouse gas emissions increased 22 per cent year-over-year, diverging from CleanBC targets. This increase was driven almost entirely by an extraordinary rise in renewable natural gas (RNG) price premiums, which made continued procurement at historical volumes fiscally unsustainable.

RNG anchored BC Transit's fleet decarbonization strategy from 2022 through 2024, reaching 100 per cent of the compressed natural gas (CNG) fleet's fuel supply in its peak year. In 2025, tripling of the RNG cost premium reduced its share to 3 per cent of the CNG fuel blend. BC Transit responded by expanding biogenic diesel to 48 per cent of total diesel supply, the highest level achieved to date, and increasing biogenic gasoline use by 158 per cent.

While annual emissions increased, fleet emissions remain 10 per cent below the 2007 baseline. The operational infrastructure supporting RNG remains fully in place, preserving future flexibility as renewable fuel market conditions evolve.

BC Transit is well positioned to return emissions to the CleanBC trajectory. Doing so will require continued fleet electrification, sustained biofuel procurement and a continuous supply of affordable renewable natural gas.

2025 Greenhouse Gas Emissions

Emissions Scope

BC Transit categorizes reportable greenhouse gas (GHG) emissions into three distinct scopes – Scopes 1, 2 and 3. System boundaries and methodology are as defined by *2025 B.C. Best Practices Methodology For Quantifying Greenhouse Gas Emissions*.

- **Scope 1** emissions originate directly from BC Transit’s own assets, such as vehicles and facilities. These are emissions released right at the source, such as vehicle tailpipe emissions.
- **Scope 2** emissions, although not emitted directly by BC Transit’s assets, are directly linked to the electricity and energy used by these assets. These emissions occur at the site of energy production, such as a power plant. As BC Hydro generates electricity primarily through hydroelectric dams, BC Transit’s Scope 2 emissions are minor.
- **Scope 3** emissions are those that are not directly tied to energy consumption of BC Transit but occur elsewhere in the value chain of the organization. In the case of reportable BC Transit emissions, Scope 3 emissions are limited to office paper consumption.

The breakdown of BC Transit’s emission sources can be seen in the below table.

Scope 1 Direct emissions from sources owned or leased by BC Transit ¹	Scope 2 Indirect emissions from purchased electricity	Scope 3 Other Indirect Emissions
Building Heating – Natural Gas	Building Heating - Electric	Paper Consumption
Vehicles powered by fossil fuels or biofuels	Other electricity use in buildings	
	Electric vehicles	

¹ Per *2025 B.C. Best Practices Methodology For Quantifying Greenhouse Gas Emissions* and the *Scope Summary for Reporting B.C. Public Sector Greenhouse Gas Emissions*, facilities and other assets not owned or leased by BC Transit are outside of the scope of this report.

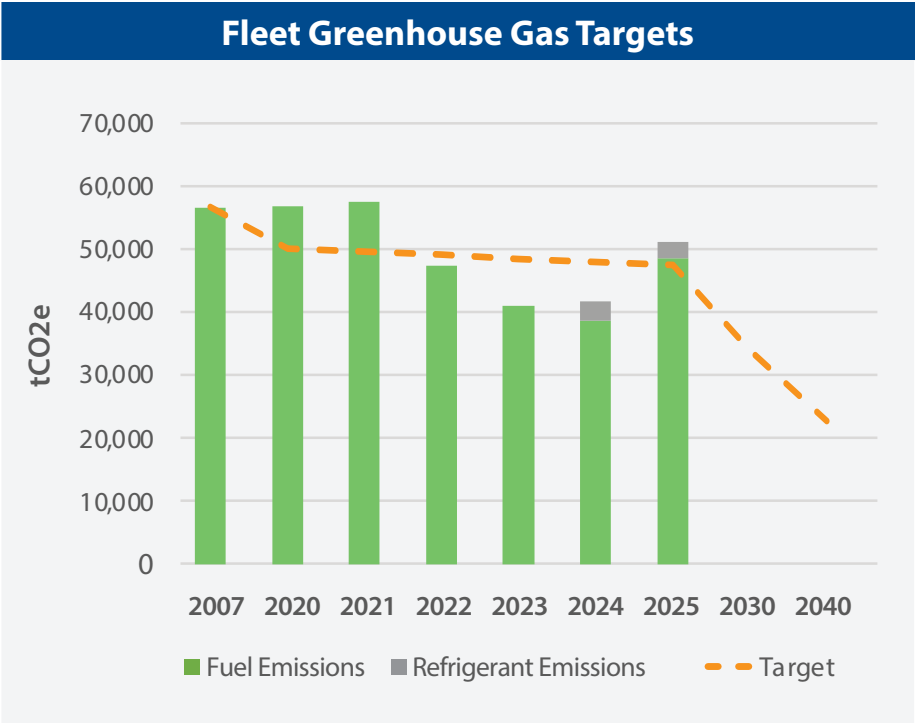
BC Transit's GHG Targets

BC Transit remains committed to supporting British Columbia's CleanBC GHG emission reduction targets for both the public sector and the broader province as a whole. This report provides an overview of the organization's progress in meeting these commitments, prioritizing cost-effective emissions reductions across its operations to contribute to a cleaner transportation future for the communities it serves.

In 2025, BC Transit diverged from the last several years of GHG emission reductions and instead increased emissions by 22% from 2024. This increase was primarily driven by significant cost volatility related to renewable natural gas (RNG). RNG has been a cornerstone of BC Transit's decarbonization strategy. However, RNG prices increased sharply beginning in mid-2024 when it shifted from voluntary, contract-based pricing to a system-wide RNG blend and storage and transportation rider, with subsequent increases in 2025 more than tripling the effective RNG cost premium. This premium increase rendered it no longer a cost-effective fuel option, leading to a 97% year-over-year decrease in its use across BC Transit's fleet.

To mitigate the impact of this shift, BC Transit increased the use of biofuels for diesel and gasoline vehicles and continued the rollout of its battery-electric fleet. However, these measures were insufficient to fully compensate for the substantial drop in RNG utilization within the total fuel mix. Despite the increase in 2025, emissions remain 10% below the 2007 baseline. This was achieved even as bus service hours grew by more than 40% over the same period, reflecting a substantial improvement in emissions efficiency. That said, BC Transit now sits above interim reduction targets required for the 2030 CleanBC commitment.

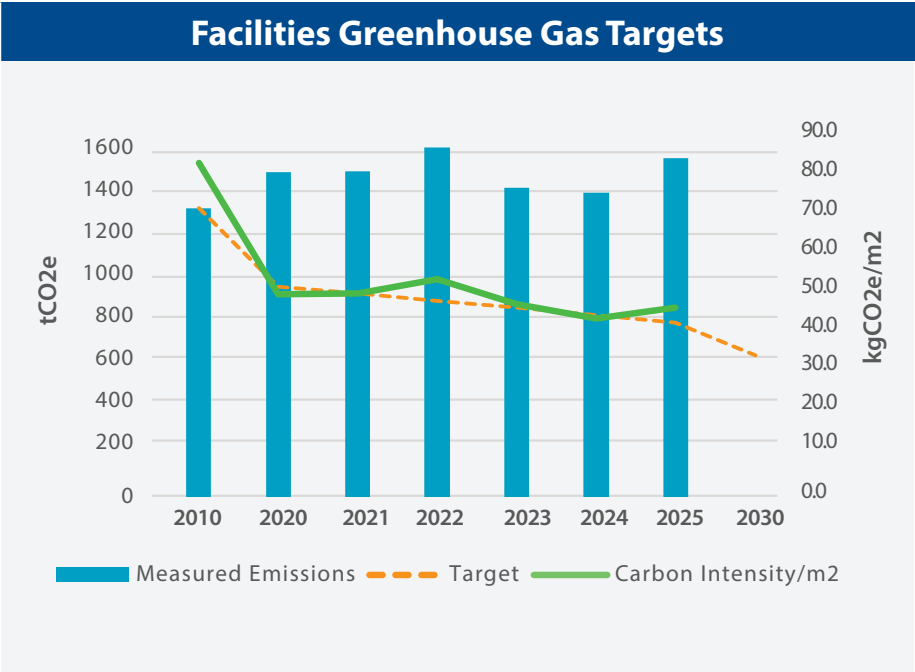
The current gap between renewable fuel costs and conventional fuel pricing has made it challenging for BC Transit to sustain its decarbonization momentum. The deployment of electric buses and sourcing affordable sources of renewable fuels are critical for BC Transit to restore its low-carbon trajectory.



BC Transit’s facilities emissions remain above the CleanBC target of a 50% net reduction from the 2010 baseline. This gap reflects a facilities portfolio that has more than doubled in size since 2010 to support service expansion and fleet electrification.

As BC Transit assumes direct ownership and management of additional facilities, many previously operated by partners, associated emissions are consolidated into organizational reporting under CCAR methodology. The resulting increase in reported emissions reflects expanded operational scope rather than declining energy performance.

When normalized by floor area, facilities emissions have declined 43% since 2010, demonstrating significant long-term efficiency gains across the portfolio.



2025 Emission Profile

BC Transit’s GHG emissions profile is heavily concentrated in fleet operations, with the provincial bus fleet accounting for 98% of total organizational emissions. Within this fleet total, emissions were generated from a mix of fuels: 67% of total emissions came from conventional fuels, including diesel, gasoline, and natural gas, while 27% were associated with renewable biofuels.

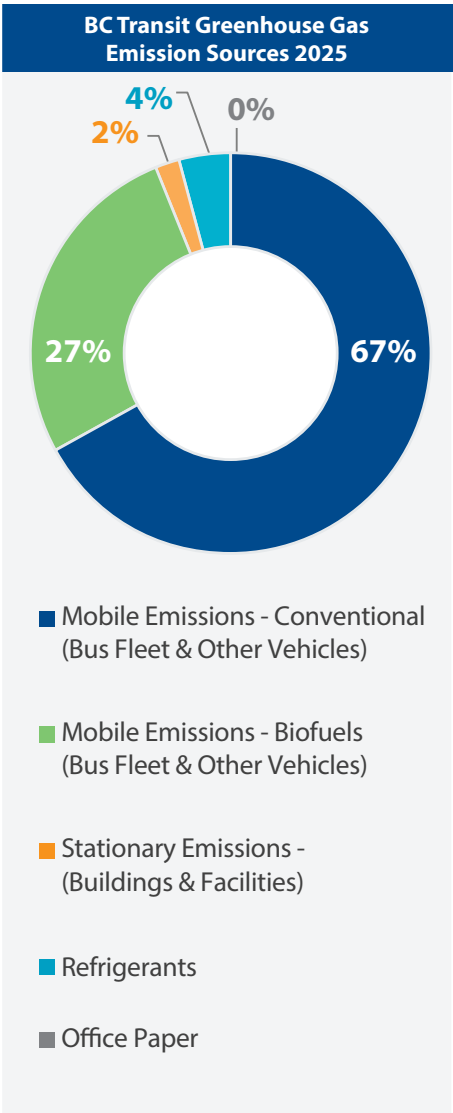
All other emissions sources made comparatively minor contributions to the 2025 inventory. Refrigerant losses from bus air conditioning systems represented 4% of total emissions. Although the volume of refrigerant released was less than two tonnes, refrigerants have a high global warming potential relative to carbon dioxide, and therefore even small releases can have a significant impact on total reported GHG emissions.

Stationary sources accounted for 2% of emissions, largely from operations and maintenance facilities and administrative buildings. Office paper contributed 0.01%, representing a negligible share of BC Transit’s overall emissions profile.

Year-Over-Year Comparison

Between 2024 and 2025, BC Transit’s conventional GHG emissions increased 22%, from 43,411 tCO₂e to 53,162 tCO₂e. The increase was mainly attributable to a 35% decline in biofuel use, caused by a significant rise in renewable natural gas and related financial constraints.

Total emissions, including both conventional and biogenic sources, decreased 1% over the same period. This relative stability was supported by lower refrigerant emissions from the bus fleet, operational efficiencies associated with battery-electric buses, and a service disruption in the Cowichan region that reduced service levels and associated emissions.





Nova LFSE+ Electric Bus



New Flyer Excelsior Charge NG Electric Bus

Mobile Emissions (Fleet)

2025 brought a significant shift in fuel procurement for BC Transit. An unexpected tripling of the price premium for RNG, the fuel that has anchored fleet emission reductions since 2022, made continued use at historical volumes fiscally untenable. RNG consumption was reduced by 97% as a result. To partially offset this change, BC Transit continued to advance battery-electric bus deployment (see Low Carbon Fleet Program below), increased biogenic gasoline use by 158%, and increased biogenic diesel use by 25%.

These actions softened but did not fully absorb the loss of RNG. Total fleet biogenic content declined 35%, and fleet fuel emissions rose 25% year-over-year, from 38,966 to 48,889 tCO_{2e}.

When viewed through a long-term lens, 2025 emissions remain lower than 2022 and prior years. This indicates the progress of biofuel procurement and the electric fleet continues to provide a lower baseline than historical averages, though the year illustrates BC Transit's ongoing exposure to fuel market volatility while the transition to an electric fleet progresses.



Abbotsford O&M Facility

Stationary Emissions (Buildings and Facilities)

In 2025, stationary GHG emissions, comprising transit facilities and administrative spaces, rose by 12% over 2024 levels. This increase occurred despite successful internal decarbonization initiatives. These initiatives, combined with FortisBC's blanket integration of a 2–3% RNG blend into the provincial natural gas supply, reduced natural gas and heating oil emissions by 5%.

The net increase was primarily driven by two external variables:

1. **Grid Intensity:** The provincial carbon intensity of electricity increased threefold year-over-year due to droughts requiring increased electrical imports, effectively tripling the emissions associated with every kilowatt-hour consumed, independent of actual energy use.
2. **Portfolio Growth:** The reporting period saw a continued expansion of BC Transit's physical footprint, with two new facilities coming online and a third reaching its first full year of operation.

Additionally, total figures reflect a refinement in data maturity; refrigerant quantification now includes stationary heat pumps in addition to the bus fleet. While this represents less than 1% of the stationary total, it contributes to a more comprehensive and transparent emissions inventory.

Per 2025 B.C. Best Practices Methodology For Quantifying Greenhouse Gas Emissions, facilities not owned or leased by BC Transit are excluded from analysis.



Paper

In 2025, BC Transit achieved its lowest paper-related emissions on record. Totalling just 3.8 tCO₂e, these emissions represent a 15% year-over-year reduction and a dramatic decline from previous decades, dropping to less than half of 2019 levels and just one-quarter of the emissions recorded in 2010.

This milestone was reached through a dual-track strategy: continued digitization and subsequent decrease in total paper use volume as well as a continued shift in procurement toward recycled and alternative fibers. Central to this transition is the continued use of “Sugar Sheet” paper which does not involve deforestation, reduces chemicals and utilizes less energy during production, providing a high-performance, wood-free alternative to traditional office paper.

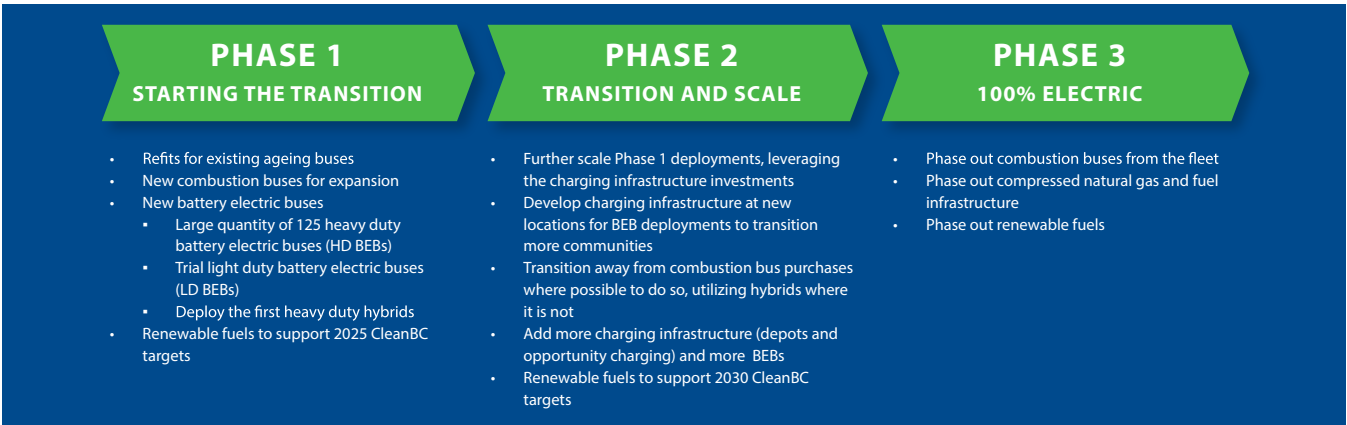
Actions Taken to Minimize Emissions

BC Transit’s 2025 emissions reduction activities were organized across two primary operational domains: the fleet of buses and support vehicles, and the buildings and facilities that maintain and house them. Within each domain, BC Transit advanced a substantive program of work during the reporting year, spanning fuel procurement, vehicle replacement and electrification, infrastructure retrofits, and energy systems upgrades. Collectively, these activities reinforce BC Transit’s position as a leader in low-carbon public transportation in British Columbia and directly support the achievement of CleanBC’s public sector emissions reduction targets. The sections below detail the projects and investments that moved forward during the reporting year.

Mobile Emissions (Bus Fleet & Other Vehicles)

Low Carbon Fleet Program

This year marked a major milestone for BC Transit’s Low Carbon Fleet program, with electric buses entering regular transit service. This is an important step in the first phase of the transition, part of a multi-phased strategy to move to electric zero-emissions vehicles.



In 2025 BC Transit completed the following:

- Deployed 25 battery-electric buses into service in the Victoria Regional Transit System, with 450,000 kilometres driven
- Procured charging equipment and charge management systems for all Phase 1 deployments
- Procured long lead power distribution equipment for Phase 1 projects
- Procured construction management firms for Phase 1 and initiated construction of 32 charging points for the Kelowna Transit System
- Enabled charge management for the Victoria Regional Transit System and updated the computer aided dispatch and automated vehicle location system (also known as NextRide) to integrate with electric buses
- Completed training of operators and technicians in the Victoria Regional Transit System

In 2026, BC Transit expects to deploy an additional 55 electric buses and associated charging infrastructure. This will bring the total provincial fleet to 80 electric buses, with the remaining 45 electric buses expected to be delivered in 2027. BC Transit will also begin receiving the first of 105 hybrid buses.

BC Transit also has initiated planning Phase 2 for its next deployment of electric buses.

Phase 1 Heavy Duty Deployment Locations

125 HD Electric Buses

Kamloops
Kelowna
Nanaimo
Nelson
Powell River
Sunshine Coast
Victoria
Whistler



What are Biofuels?

Biofuels remain BC Transit's most significant tool for reducing fleet emissions in the years before battery electric buses reach scale across the province. Derived from organic feedstocks including agricultural residues, used cooking oils, animal fats, and methane captured from decomposing organic waste, biofuels can be blended into, or in some cases fully replace, the conventional fuels the existing diesel, gasoline, and CNG fleet already runs on. This compatibility is what makes biofuels such a practical lever: emissions reductions are possible today, without waiting for vehicle replacement cycles or new charging infrastructure.

A Diversified Fuel Portfolio

2025 made the case for diversification in biofuel blending. BC Transit's biofuel portfolio spans three fuel streams including biogenic diesel, biogenic gasoline, and RNG, and each responded differently to market conditions over the year. BC Transit expanded both biogenic diesel and biogenic gasoline, while RNG contracted sharply in response to tripling of its cost premium. The net effect was a 35% decline in overall fleet biogenic content, but the resulting portfolio is slightly more balanced across biogenic fuel types.

Biofuel markets are subject to price volatility, supply constraints, and regulatory change, and the 2024-2025 RNG pricing environment illustrated the operational value of maintaining exposure across multiple fuel streams. By holding active contracts and in-house operational capacity which includes each of the three primary biofuels, BC Transit was able to partially absorb the reduction in RNG supply while preserving the broader decarbonization trajectory.



New Flyer Enviro 500 Diesel Bus

Biogenic Diesel (HDRD and Biodiesel)

In 2025, biogenic diesel accounted for 48% of BC Transit's total diesel supply, the highest share this fuel stream has reached and a 25% increase over 2024. This makes biogenic diesel the single largest source of biofuel-driven emissions reductions for the reporting year.

The majority of the biogenic diesel volume is Hydrogenation-Derived Renewable Diesel (HDRD), a fuel often referred to as "drop-in" renewable diesel due to its full compatibility with conventional diesel engines at any blend ratio, up to 100%, without requiring engine modification. HDRD is produced through a hydrotreatment process in which vegetable oils, animal fats, or other sustainable feedstocks are reacted with hydrogen under pressure. The resulting fuel is near identical chemically to fossil diesel while delivering a more than 98% reduction in lifecycle GHG emissions per litre replaced. Each litre of HDRD introduced into the fuel supply therefore translates directly into avoided emissions, with no associated engine retrofits, fleet modifications, or operational trade-offs required.

Biodiesel constitutes the secondary renewable component within the diesel stream. Produced through the transesterification of oils and fats, biodiesel is typically blended with conventional diesel at lower percentages, commonly up to 20%, as most engines cannot operate on higher blends without modification. Biodiesel continues to contribute a smaller but consistent share of BC Transit's biogenic diesel total.

Biogenic Gasoline (Renewable Gasoline and Naphtha)

Biogenic gasoline accounted for 5% of BC Transit's total gasoline supply in 2025, a 158% increase year-over-year. Absolute volumes remain modest, as this fuel stream has only been present at measurable scale in BC Transit's supply since 2023.

The fuel is produced by blending low-carbon components, principally renewable naphtha (a co-product of renewable diesel and sustainable aviation fuel production), with ethanol. The resulting blend is compatible with the existing gasoline fleet without modification. Because BC Transit's gasoline-powered vehicles consist primarily of light-duty support and supervisor units, this fuel stream remains smaller in volume than either the diesel or CNG streams. It provides the principal decarbonization option for the gasoline fleet in advance of eventual replacement with electric alternatives.



CNG Bus

Renewable Natural Gas (RNG)

RNG is produced through the capture of methane emissions from the decomposition of organic waste at landfills, agricultural operations, and wastewater treatment facilities, followed by upgrading to pipeline natural gas specification. In vehicle applications, the gas is compressed to less than 1% of its atmospheric volume, a form referred to as compressed natural gas (CNG), to enable efficient onboard storage. Because the process captures methane that would otherwise be released to the atmosphere, RNG delivers a strong emissions benefit on a lifecycle basis.

RNG served as the anchor of BC Transit's fleet decarbonization strategy from 2022 through 2024. During those three reporting years, the share of CNG fuel drawn from renewable sources reached 83%, 100%, and 76% respectively. A substantial increase in the RNG price premium rendered continued procurement at historical volumes no longer viable in 2025, resulting in a reduction of RNG's share of CNG fuel to 3.3%. BC Transit's CNG fleet, supporting fuel infrastructure, and operational capacity for RNG use all remain fully in place. Should the price premium ease, or more economical solutions be found, RNG volumes can be restored without requiring additional capital investment.

Refrigerant Quantification

Refrigerants used in bus air-conditioning systems carry global warming potentials many times greater than that of carbon dioxide, and even small leaks across a large bus fleet can release meaningful quantities of GHGs to the atmosphere. In 2024, BC Transit established a methodology to measure these impacts for their inclusion in the GHG inventory.

Building on that methodology, there were marked improvements to procedures, education and engagement with operating partners, and the completion of a dashboard that monitors and quantifies refrigerant losses across the bus fleet at an aggregate level. In the coming years, BC Transit will evaluate how best to translate this evidence base into targeted maintenance procedures that reduce system leakage.

Stationary Emissions (Buildings and Facilities)

Over the 2025 reporting year, BC Transit advanced a portfolio of retrofits, new construction, and supporting policies aimed at reducing emissions from stationary sources. Taken together, these projects continue work to decarbonize the facility base in alignment with CleanBC objectives, while positioning the portfolio to support future growth in the electric bus fleet.

Sustainable Design Standards for New Facilities

BC Transit's facility portfolio spans a diverse range of building types, operational scales, and climate zones across the province, from small transit centres serving rural systems to large operations and maintenance hubs housing hundreds of vehicles. New construction and major renovations are designed to align with recognized sustainability and energy-efficiency frameworks, with LEED and the BC Energy Step Code serving as the primary reference standards. The following paragraphs outline how each framework is used and what it measures.

LEED

Leadership in Energy and Environmental Design (LEED) is an internationally recognized green building certification system that evaluates a project's environmental performance across a set of weighted categories. These categories include energy efficiency and atmosphere, water efficiency, materials and resources, sustainable site development, and indoor environmental quality. Projects accumulate points across the categories, with higher point totals corresponding to Certified, Silver, Gold, and Platinum designations. LEED is a useful reference framework for BC Transit because it captures sustainability performance across a broader set of dimensions than energy efficiency alone, including water use, site ecology, and occupant health.

BC Energy Step Code

The BC Energy Step Code is a provincial standard that establishes progressively more stringent energy-efficiency requirements for new buildings, structured as a sequence of steps above the base building code. Higher steps require tighter building envelopes, higher-performance windows, more efficient mechanical systems, and reduced thermal energy demand. The framework allows jurisdictions and organizations to target a specific step based on the type of building, its operational profile, and the technical feasibility of achieving the associated performance thresholds. For BC Transit's portfolio, the Step Code sits alongside LEED as the framework used to evaluate the energy performance of new office and administrative space.

Application of Frameworks

Not every facility type, site condition, or project scope supports the same certification approach, and BC Transit is currently refining how these frameworks are applied across the portfolio. Design standards for new construction continue to incorporate high-efficiency building envelopes, electrified mechanical systems, climate-resilient site design, and other features consistent with the intent of LEED Gold and Energy Step Code 3. Where full certification is not pursued, individual performance elements drawn from these standards may still inform the design. This approach is intended to balance environmental performance, construction cost, operational practicality, and the specific functional requirements of each facility type, while preserving alignment with provincial CleanBC objectives.



handyDART Facility

New handyDART Facility

The View Royal handyDART facility opened in spring 2025, establishing a new benchmark for sustainable design within BC Transit's facility portfolio and completing a multi-year investment that began with site acquisition in 2019. The 8-acre site includes BC Transit's first building built to LEED Gold, as well as Energy Step Code 3 in admin areas, and the first major transit facility in the portfolio designed to operate without fossil fuel use in the building.

The facility's sustainability credentials extend beyond its building systems. In the months following opening, the View Royal handyDART facility received formal recognition with an EcoStar Award from the Synergy Foundation for leadership in design and construction, and a marketing and communications award from the Canadian Urban Transit Association (CUTA) for the community engagement program that supported the project. The site also holds the distinction of being Vancouver Island's first Salmon-Safe certified urban development, a certification in recognition of water conservation, stormwater management, and stream restoration practices embedded in the site design.

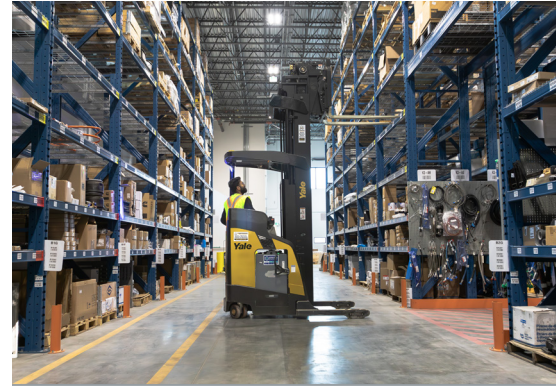
Environmental performance at the site is already measurable. A previously degraded watercourse running through the property was reconstructed, reconnected to groundwater, and replanted with 8,000 native plants and 350 trees, creating more than one acre of new protected habitat within the Craigflower Creek watershed. Fish returned to the restored stream during the first winter after construction, and by February 2025, counts had reached 74 coho salmon and cutthroat trout, nearly three times the numbers recorded in the first two post-construction years.

The facility was also built with future fleet electrification in mind. Electrical conduit was laid during construction to support the addition of charging infrastructure when handyDART vehicles transition to electric platforms, allowing that next step to proceed without the site disruption, re-excavation, or retrofit costs that typically accompany mid-life charging installations. Designing for electrification at the point of initial construction is significantly more cost-effective than retrofitting later, and ensures the View Royal site is ready to support the handyDART fleet's transition when the vehicles and charging technology are in place.

Provincial Distribution Centre

BC Transit's new Provincial Distribution Centre was brought online in early 2025, consolidating warehousing and parts distribution operations that had previously been spread across container-based storage and leased spaces. The new facility serves as the central hub for delivering parts to BC Transit's service areas across the province and is designed to support operational growth over the next 25 years, including the parts and technology storage requirements for the expanding electric bus fleet.

The facility was delivered as a fully electric building, with no natural gas or other on-site fossil fuel combustion for space heating, domestic hot water, or any other building system. All heating, cooling, and hot water loads are served by electric systems drawn from the BC Hydro grid, consistent with the performance intent of the province's Zero Carbon Step Code at its highest level, which sets the trajectory for zero-emission public sector new construction in British Columbia by 2027. Delivering a facility of this scale without on-site combustion represents a meaningful addition to BC Transit's growing portfolio of fully electrified buildings, joining the View Royal handyDART Centre as examples of how fleet-supporting infrastructure can be decarbonized from the outset rather than retrofitted later.



Provincial Distribution Centre

Facility Lighting Upgrades

BC Transit continued development of LED lighting upgrade projects at three facilities over the 2025 reporting year, with construction scheduled to begin in early 2026. The upgrades at the Vernon Transit Centre, Kamloops Transit Centre, and Whistler Transit Centre will replace every non-LED fixture on each site, delivering a full conversion to modern lighting technology at three of the higher-consumption facilities in BC Transit's portfolio. At the Whistler Transit Centre, the project will go a step further by replacing the site's lighting controllers with units fully integrated into the facility's Direct Digital Control (DDC) system, allowing lighting to be managed alongside heating, ventilation, and other building systems through a unified interface.

LED fixtures draw 50 to 75% less electricity than the fluorescent and metal halide fixtures they replace, produce less waste heat, and carry service lives several times longer than legacy technologies. For BC Transit, this translates directly into reduced electricity consumption, lower maintenance burden from less frequent fixture and lamp replacement, and improved light quality in maintenance bays and operational spaces where visibility supports both worker safety and task performance.

DDC integration adds automated control to those efficiency gains. Lighting can be scheduled, dimmed, or switched off in response to occupancy, daylight, or HVAC activity, and managed through the same platform that governs the rest of the building's systems. The Whistler deployment will establish BC Transit's first fully retrofitted DDC-integrated lighting system and is expected to inform how lighting controls are specified at future facilities.

Training Centre HVAC Retrofit

A retrofit project was initiated in 2025 to replace the natural gas rooftop unit (RTU) serving the Victoria Transit Centre Training Building with an integrated electric heat pump and heat recovery ventilator (HRV). The existing RTU relied on natural gas combustion for space heating, making it one of the remaining fossil fuel consumers among the building's mechanical systems. The replacement unit combines high-efficiency electric heating and cooling with an HRV that captures thermal energy from exhaust air and transfers it to incoming fresh air, reducing the heating and cooling load required to condition the ventilated space.

The retrofit, planned for 2026 completion, eliminates on-site fossil fuel combustion for the training building and shifts the load to low-carbon electricity drawn from the BC Hydro grid. Beyond the direct GHG reduction, the integrated HRV improves indoor air quality by supporting higher ventilation rates without the corresponding energy penalty of conditioning untempered outside air.



Genelle and Chilliwack Transit Centres Decarbonization Study

In late 2025, BC Transit initiated a decarbonization engineering study for the Genelle and Chilliwack Transit Centres, extending its facility-level emissions work to two newly acquired sites in the portfolio. The study, planned for 2026 completion, models pathways for emissions reductions of 80% or greater at each facility, alongside the addition of cooling capacity to spaces not currently mechanically conditioned.

The study is structured to run in coordination with a climate risk assessment for the same facilities (see Climate Resiliency, Adaptation and Risk Management). Planning emissions reductions and resilience together rather than in sequence is part of BC Transit's approach to facility investment, and supports retrofit decisions that deliver on both decarbonization and adaptation outcomes while avoiding stranded assets.

Pathways developed through the study are screened to ensure they support, rather than constrain, fleet-side decarbonization and that increased electrical demand can be accommodated by existing or planned site capacity. Outputs will inform the next cycle of facility capital planning and provide a methodology that can be applied to additional sites in subsequent reporting periods.

Maintenance Garage Ventilation Upgrade

Looking forward, a ventilation upgrade is being scoped for the Victoria Transit Centre maintenance garage in the coming years, with the project exploring integration of hydronic heating distribution. Hydronic systems deliver heat through heated water circulated through coils, which is more energy-efficient than forced-air combustion heating and allows for more precise temperature control across a large, high-ceiling space. The project is being planned with future expansion in mind and has the potential to accommodate building-wide cooling capacity in the longer term, and integration with a planned boiler upgrade in coming years. Designing the ventilation, heating, cooling, and boiler systems as a single coordinated program allows each phase to reinforce the next and avoids the stranded-investment risk that comes with replacing major mechanical equipment in isolation.

Climate Resiliency, Adaptation & Risk Management

A complete response to climate change requires action on two fronts in parallel. Mitigation reduces the emissions driving climate change, through cleaner energy, improved efficiency, and lower-carbon transportation. Resilience and adaptation address the climate impacts that are already occurring and will continue to intensify, by strengthening infrastructure, operations, and the natural systems that support them. The two are interdependent, with every tonne of emissions avoided through mitigation reducing the scale of future impacts that adaptation must accommodate, and every resilience measure protecting the assets and services on which a low-carbon future depends.

Site-Level Climate Risk Assessments

Foundational Work: Ten-Facility Assessment (2022)

In 2022, BC Transit completed a Climate Risk Vulnerability Assessment of 10 key facilities across the province, applying a tailored version of the Public Infrastructure Engineering Vulnerability Committee (PIEVC) Protocol. The assessment systematically identified and scored the climate-related risks facing each facility, covering the intersections between climate hazards and the building systems, site infrastructure, and operations that support service delivery.

The 2022 work established a consistent methodology, scoring framework, and risk classification approach that BC Transit applies to subsequent assessments. This consistency is what allows results from individual facility studies to be aggregated into a portfolio-level view of climate risk, and what makes prioritization decisions across sites credible and comparable.

Extension to Genelle and Chilliwack (2025)

In 2025, BC Transit initiated a project to extend the program to two additional sites, the Genelle Transit Centre and the Chilliwack Transit Centre. Both assessments will apply the same protocol, planning, and risk classification approach used in 2022 to ensure the results integrate cleanly with the existing portfolio.

The two new sites broaden the geographic and climatic range of facilities assessed. Chilliwack sits in a region affected by the November 2021 Fraser Valley floods, which forced rerouting of the Fraser Valley Express and demonstrated the operational importance of resilient transit access during and after climate hazard events. Genelle introduces interior climate exposures in relation to a small facility, including wildfire smoke and extended summer heat.

The Genelle and Chilliwack assessments are being delivered in parallel with a decarbonization engineering study for the same two sites (see *Actions Taken to Minimize Emissions*). Coordinating the two pieces of work allows resilience measures and emissions-reduction retrofits to be designed as an integrated package, avoiding stranded assets and the embodied carbon penalties that can arise when adaptation and decarbonization are addressed independently.

On completion in 2026, BC Transit will have site-level climate risk evaluations covering 12 facilities, with the methodology in place to extend coverage further in subsequent years.

Langford Transit Centre Server Room

A project is being scoped to improve cooling to the Langford Transit Centre server room, a space that currently lacks the thermal management required to maintain reliable operation of IT infrastructure under the hotter summer conditions observed across recent years. The design will explicitly incorporate forward-looking climate projections rather than sizing equipment to historical peak temperatures alone, ensuring that the installed capacity remains adequate as extreme heat events become more frequent and more intense over the facility's service life. This is an early application of a climate-informed design approach that BC Transit expects to apply more broadly across future facility projects, consistent with the adaptation and resilience direction set out in the Environmental Sustainability Plan.

Heat Stress Program

BC Transit's Heat Stress Exposure Plan remained in active use through 2025 to protect maintenance employees and bus operators from heat-related illness as summer temperatures continue to trend higher across the province.

The program operates on two reinforcing elements. The first is training: employees in exposed roles complete sessions covering the recognition of heat stress symptoms, reporting procedures, and the immediate response steps required when a heat-related incident occurs or is suspected. The second is a standing prohibition on solo work during high-temperature periods, which ensures that any worker who develops symptoms is identified quickly and not left to manage the situation alone.

Together, these measures form part of BC Transit's broader workplace safety strategy and connect directly to the climate adaptation work described in this section. As extreme heat events become more frequent and more severe, occupational protections of this kind move from periodic precaution to standing operational practice.

Emergency Response

Climate change reshapes where, when, and how emergency response must happen. With parts of B.C. experiencing a third year of drought in 2025, wildfires forced evacuations and threatened homes starting early in the season, and smoke seasons now stretch across months rather than days. These are no longer episodic events that the province recovers from and moves on. They are the operating conditions BC Transit plans around.

BC Transit's Emergency Management team, within the Corporate Security and Emergency Management group, holds a standing seat at the Provincial Regional Emergency Operation Centre. That means coordination with provincial agencies and operating companies through active incident periods, and the ability to pre-position resources. This posture is the product of lessons carried forward from the 2021 heat dome and flooding, the 2023 Okanagan wildfires, and the 2024 Jasper evacuations.

Two programs translate this preparedness into action. The Safe Bus Program moves people out of immediate danger and provides a secure, air-conditioned place to wait for emergency responders, used across the province to support evacuations of long-term care facilities, to serve as refuge for first responders, and to carry vulnerable residents to cooling centres during heat events. The Disaster Response Transportation (DRT) framework defines how BC Transit works alongside local authorities and first responders during an evacuation, with roles agreed in advance rather than negotiated mid-event.

Together, these programs connect BC Transit's operational capacity to the province's emergency management system and reinforce the role of public transit as community infrastructure in a changing climate.



Flood response in Comox Region

Other Initiatives

Beyond the direct work of reducing fleet and facility emissions, BC Transit advances a range of supporting initiatives that extend the reach of its climate work and connect it to the broader provincial effort. The sections that follow describe the most significant of these from the 2025 reporting year.

Avoided Emissions Quantification

Every trip taken on transit instead of in a personal vehicle is a trip whose tailpipe emissions never enter the atmosphere. These are avoided emissions: the GHGs that would have been released if the same journey had been made by car, truck, or SUV. At the scale of a provincial transit system carrying millions of trips a year, the cumulative total represents a direct, measurable contribution to reducing community-wide emissions.

The wider environmental benefits of public transit extend beyond mode shift. Transit supports denser, mixed-use communities and transit-oriented development, which reduces urban sprawl, lowers per-capita driving, and supports active transportation.

The first results from the avoided emissions model will be reported in BC Transit's Environmental Sustainability Annual Report, where they will complement the fleet and facility emissions figures reported in this document that form the other half of the picture. Together, they describe two distinct contributions to provincial climate goals: the emissions BC Transit is reducing in its own operations, and the emissions British Columbians avoid every time they choose transit over driving. Both support CleanBC, but only together do they holistically capture what the provincial transit system delivers.

Sustainability Team Events

In 2025, BC Transit's Sustainability Team organized several impactful events aimed at promoting environmental stewardship and community engagement.

- *Gorge Waterway Cleanup* – BC Transit team members and community residents came together to clean the Gorge Waterway, removing various types of waste and enhancing the beauty of this local area.
- *Energy Conservation Day* – BC Transit held an organization-wide Energy Conservation Day, offering educational activities and resources to encourage team members to reduce their energy consumption and carbon footprint.
- *Beat the Heat* – This event provided tips on summer energy conservation and climate resilience strategies, helping participants adapt to the challenges posed by a changing climate such as wildfire smoke.
- *Salmon Run at Goldstream* – A family-friendly guided tour of the annual salmon run at Goldstream Provincial Park, timed to the mid-October return of Chum, Coho, and Chinook salmon to the river. The outing included a visit to the nature house and a guided walk, connecting BC Transit staff and their families to one of the most visible ecological events on southern Vancouver Island.



Salmon Run at Goldstream

CleanBC Integration

BC Transit's work does not run parallel to CleanBC but is instead deeply embedded within. Public transit is one of the specific levers the province identified in the CleanBC Roadmap to 2030, alongside zero-emission vehicle adoption, building decarbonization, and renewable fuel expansion, and it carries a defined role in the provincial plan to reduce overall transportation emissions.



Transportation: Increase Mode Shift, Reduce Distance Travelled

CleanBC's transportation pathway rests on multiple strategies running in parallel. Two of the primary methods are to reduce the distance travelled by passenger vehicles via urban planning and other mechanisms, and another is to encourage mode shifting to reduce share of trips from passenger vehicles and instead increase the number of trips made by walking, cycling and transit use.

BC Transit is a major part of how these shifts happen. In addition to supporting and integrating with active transportation networks and enabling Transit Oriented Developments which reduces the total Distance Travelled, every service hour added, every route extension, every rider who chooses a bus over a car contributes directly to the mode-shift action the province is counting on. The avoided emissions quantification work advanced in 2025 is the methodology by which the latter contribution will be measured and reported in the years ahead.

Transportation: Zero-Emission Fleet

BC Transit's Low Carbon Fleet Program Strategy is one of the largest heavy-duty zero-emission vehicle deployments underway in the British Columbia public sector. 25 battery-electric buses entered revenue service in the Victoria Regional Transit System in 2025, a further 55 are expected in 2026, and 105 hybrids follow behind them. The charging infrastructure, power distribution equipment, and operator and technician training delivered this year are not incidental to fleet electrification. They are the enabling platform that makes advancement possible and establishes a scalable model that other public sector fleets in the province can draw from.

Transportation: Renewable Fuels

CleanBC calls for a substantial expansion of renewable fuel supply and use in British Columbia through the Low Carbon Fuel Standard and related measures. BC Transit's diversified biofuel portfolio with biogenic diesel, biogenic gasoline, and active operational capacity for RNG, puts that policy direction into practice at provincial scale within the heavy-duty transit fleet. The 2025 expansion of biogenic diesel and biogenic gasoline is a working example of how a large public fleet can respond to fuel market conditions while staying aligned with provincial policy direction.

Buildings: Zero-Carbon New Construction

The CleanBC roadmap commits new public sector building construction to be zero-carbon by 2027, expanding to all new buildings by 2030, with the Zero Carbon Step Code providing the regulatory pathway. The View Royal handyDART Centre and the Provincial Distribution Centre, both brought online in 2025, are fully electric buildings with no on-site fossil fuel combustion for heating, cooling, or domestic hot water. Delivered years ahead of the target, they demonstrate that the zero-carbon standard is achievable not only for standard commercial or residential builds, but also for industrial buildings and fleet-supporting infrastructure.



Buildings: Retrofit and Efficiency

The retrofit projects advanced through 2025 including the Training Centre HVAC heat pump conversion, the Langford and Victoria bay door replacements, the LED and DDC upgrades scoped for Vernon, Kamloops, and Whistler, and the Genelle and Chilliwack decarbonization study, contribute to the building-sector emissions reductions CleanBC requires from the existing stock. Each project removes fossil-fuel combustion, reduces electricity load, or both, and each produces transferable lessons for the other facilities in the portfolio and across the broader public sector.

Communities: Climate Preparedness and Adaptation

CleanBC is paired with the province's Climate Preparedness and Adaptation Strategy, which addresses the impacts of climate change that are already occurring. BC Transit's climate risk assessment program, emergency response integration with Provincial Regional Emergency Operation Centres, and climate-informed design approach for new infrastructure all sit within that adaptation frame. Further, transit's role as community infrastructure during wildfires, floods, and heat events is part of how British Columbia delivers on resilience.

Where the Gap Sits

BC Transit's 2025 emissions rose significantly, driven by the RNG price premium described earlier in this report. The fleet remains 10% below the 2007 baseline even as delivered bus service hours have grown by more than 40% over the same period, reflecting a substantial improvement in emissions efficiency. However, the fleet emissions now sit above the reduction targets required for the 2030 CleanBC commitment. Facility emissions continue to sit above the CleanBC target of a 50% net reduction from 2010, reflecting a portfolio that has more than doubled in size to support service expansion and fleet electrification.

The path back to the target trajectory is defined. It requires continued fleet electrification, ongoing biofuel procurement at volumes the provincial supply can support, and sourcing affordable renewable natural gas. BC Transit's operational commitment to CleanBC remains unchanged.

2025 GHG Emissions and Offset Summary Table

BC Transit 2025 GHG Emissions and Offsets Summary	
GHG emissions for the period January 1 – December 31, 2025	
Total BioCO ₂	19,723
Total Emissions (tCO ₂ e)	53,162
Total Offsets (tCO ₂ e)	1,671
Adjustments to Offset Required GHG Emissions Reported in Prior Years	
Total Offsets Adjustment (tCO ₂ e)	0
Grand Total Offsets for the 2025 Reporting Year	
Grand Total Offsets to be Retired for 2025 Reporting Year (tCO ₂ e)	1,671
Offset Investment (\$)	\$41,775

Declaration Statement

This PSO Climate Change Accountability Report for the period January 1, 2025 to December 31, 2025 summarizes our greenhouse gas (GHG) emissions profile, the total offsets to reach net-zero emissions, the actions we have taken in 2025 to minimize our GHG emissions, and our plans to continue reducing emissions in 2026 and beyond.

Retirement of Offsets:

In accordance with the requirements of the Climate Change Accountability Act and the Carbon Neutral Government Regulation, BC Transit (the Organization) is responsible for arranging for the retirement of the offsets obligation reported above for the 2025 calendar year, together with any adjustments reported for past calendar years (if applicable). The Organization hereby agrees that, in exchange for the Ministry of Energy and Climate Solutions (the Ministry) ensuring that these offsets are retired on the Organization's behalf, the Organization will pay within 30 days, the associated invoice to be issued by the Ministry in an amount equal to \$25 per tonne of offsets retired on its behalf plus GST.

Executive Sign-Off

	May 27, 2026
Signature	Date
Erinn Pinkerton	President and Chief Executive Officer
Name (please print)	Title

Links to Additional BC Transit Sustainability Information

BC Transit Sustainability

<https://bctransit.com/about/sustainability>

Government Mandate Letter – 2025/26

https://www2.gov.bc.ca/assets/gov/british-columbians-our-governments/organizational-structure/crown-corporations/mandate-letters/bc_transit_2025.pdf

BC Transit Service Plans

<https://www.bctransit.com/about/corporate-reports/service-plans/>

BC Transit Annual Reports

<https://www.bctransit.com/about/corporate-reports/annual/>

BC Transit is a member of the Community Energy Association

<http://communityenergy.bc.ca/>

BC Transit Strategic Planning

<https://www.bctransit.com/corporate-reports/strategic-plan/>